THE BYSTANDER
Vol. XCII.—No. 1192.

OCTOBER 20, 1926

[Registered at the C.P.O. as a Newspaper.

SPECIAL MOTOR SHOW NUMBER

'Soothing as an Old Time Melody'

Spinet

LARGE OVAL CORK TIPPED

VIRGINIA CIGARETTES

20 for 1/6 50 for 3/9 100 for 7/6

BOLLINGER'S

By Appointment to

H.M. KING GEORGE V.

CHAMPAGNE

Special Cuvée

By Appointment to H.M. King George V

CHAMPAGNE

Charles Heidsieck

REIMS

FINEST EXTRA QUALITY EXTRA DRY

TO PREVENT URIC ACID

DRINK Apollinaris Natural Mineral Water

Either Plain or with your Whisky.

From Grocers, Stores, Wine Merchants or The Apollinaris Co., Ltd., 4, Stratford Place, Oxford Street, London, W.1.

PUBLIC NOTICE

It is wise to remember that all successful productions have their imitators—therefore do not be misled by a similarity of name—you will do well to emphasize this when you ask for

Savory's Cigarettes

Granted the Royal Warrant to HIS MAJESTY THE KING.

Only address: H. L. SAVORY & CO., LTD., 178, New Bond St., London, W.1

VIKING REGD CHOCOLATES

of Enchantment

Sold by better-class dealers. 4/- per lb. And at 174, Piccadilly, W. (opposite Royal Academy)

Made by BARKER & DOBSON, Ltd., Liverpool, England.

She doesn't fear the dentist

Visit your dentist at least twice a year for a thorough mouth inspection. Don't put it off until forced to seek relief from pain. If you see him in time he need not hurt to keep your teeth and gums healthy, and may prevent serious illness.

Neglect Punishes 4 out of 5

Failure to take a few simple precautions lets Pyorrhœa, dread disease of the gums, become entrenched in the mouths of four out of five over forty, and many younger, according to dental statistics.

Start to-day to brush your teeth and gums night and morning with Forhan's For the Gums, if you would be one of the fortunate few who escape Pyorrhœa's ravages. Forhan's For the Gums strengthens the gums and keeps them pink and healthy. It doesn't give this insidious disease a chance to steal upon you.

If you have tender, bleeding gums, go to your dentist immediately for treatment and use Forhan's For the Gums regularly. The chances are that your own dentist will recommend it. It has been used and recommended by dentists for the last 15 years when treating Pyorrhœa.

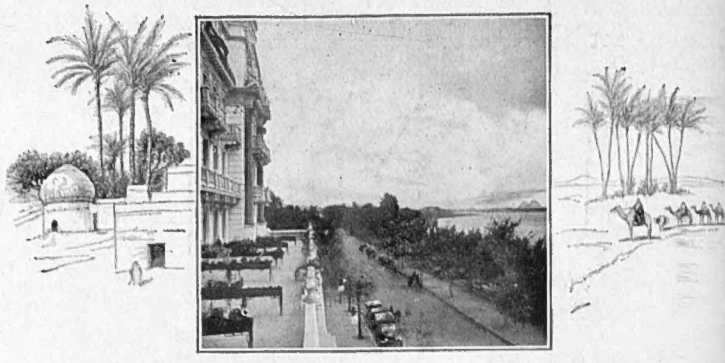
Besides safeguarding your health, Forhan's For the Gums is a pleasant tasting dentifrice that cleans the teeth thoroughly and forestalls decay.

Include Forhan's For the Gums in your daily hygiene for your health's sake. Pyorrhœa is no respecter of persons. Four out of five is its grim toll. At all chemists.

FREE *Liberal One Week Trial Tube sent free on request. Thos. Christy & Co. (Dept. 14), 4-12, Old Swan Lane, London, E.C.4*

Forhan's
FOR THE GUMS

MORE THAN A TOOTH PASTE . . . . *IT CHECKS PYORRHŒA*



WINTER 'NEATH EGYPTIAN SKIES

The Wonders of the Past - the Comforts of the Present & the Eternal Summer of Health & Happiness!

AWAY from the Winter fogs and dreariness of England to the crisp, invigorating sunshine of the Land of the Pharaohs; the Land of the Secrets of the Ages, untroubled by the pageants of the Centuries, yet offering its visitors a round of fashionable pleasure unequalled by any millionaires' playgrounds in the world.

That the highest comforts civilization can ensure may be combined with an appreciation of wide spaces and the wonders of the past—and at moderate fees—is quickly appreciated by all Guests at the following

Leading Hotels of the Land of Sunshine

CAIRO — THE HUB OF EGYPT. The Semiramis Hotel. Views of the Pyramids from every window: **Shepheard's**, a household word all over the world. **The Continental - Savoy,** overlooking the Opera Square. Daily concerts and bi-weekly dances.

HELOUAN — THE HEALING. The Grand Hotel; special terms to invalids. Close to Sulphur Saline Springs with their unrivalled **Thermal Establishment.**

THE PYRAMIDS. Mena House Hotel. At the foot of the world-famous Giza Pyramids, surrounded by beautiful gardens and open to the fresh desert air.

LUXOR—THE BEAUTIFUL. On the Nile, amidst magnificent surroundings, are the up-to-date **Winter Palace Hotel** and the **Luxor Hotel,** now entirely rebuilt—every room with running water.

ASSUAN — THE UNIQUE. A superb river panorama is afforded from the windows of the **Cataract Hotel.** Golf and Tennis, amongst other recreations. A smaller house, conveniently situated between town and River, is the **Grand Hotel,** with its select cuisine.

At all the above Hotels the service and accommodation are up to the highest European standards of refinement and luxury, yet at a moderate price.

AN interesting Illustrated Brochure containing valuable information for intending visitors to Egypt is available free of charge at all leading Tourist Agencies.

Shepheard's Hotel, The World-Renowned Hotel in Cairo.

Above: the front of the Semiramis Hotel, Cairo, overlooking the Nile and Pyramids.

Mena House Hotel, at the actual foot of the Giza Pyramids.

Abdo
REG.D
CORSETS

THE figure of eternal youth! The feeling of grace and health—these things, and more, are lent by this youth-giving Corset. Designed by science to reduce without chafe or strain, the 'Abdo' fits with a gentle embrace and gives perfect freedom and poise.

'ABDO'
FIGURE REDUCING
Model 810
(Shown below)

Perfect fitting model, elastic gusset allowing freedom at bust. In White/Pink or White/Sky Broché. Duplex rustproof steels. Four adjustable suspenders. Sizes 25-38 in. waist.

42/-

'ABDO'
Model 322
(Shown above)

A handsome wrap-around Corset in superior quality Pink Broché, for average figures. Very low, snugly fitting. Fitted with Duplex and spiral steels. Six suspenders, elastic insets over hips and all-round top. Sizes 22 to 30 in. waist.

21/-

SWAN & EDGAR LTD.
PICCADILLY CIRCUS W

Ladies prefer Genasprin

They ***know*** that Genasprin is the friend that never fails. They ***know*** that Genasprin will quickly banish the worst Headache and other pains which, at times, make life almost unbearable.

Above all, they ***know*** that Genasprin is *pure* and *safe*—that it does not affect the heart or stomach. Resolve now to use Genasprin and free yourself from Headaches and all Nerve Pains.

GENASPRIN
(The SAFE Brand of Aspirin)

All chemists sell Genasprin—price 2/- per bottle of 35 tablets. Buy a bottle now!

GENATOSAN LIMITED, LOUGHBOROUGH, LEICESTERSHIRE.

FUR BARGAINS
Combining Guaranteed Quality with Lowest Wholesale Prices.

THE keen buyer always considers quality first. Cheap furs usually end in great disappointment. Being actual manufacturers with wide reputation we fully guarantee the quality and reliability of our high-grade furs. These we offer direct at Lowest Wholesale Prices, eliminating all "Middle Profits."

LUXURIOUS MODEL IN
SEAL MUSQUASH
as illustration is typical of the Wholesale Value we offer. Gracefully modelled according to to-day's fashion from lightweight skins of exceptional quality with beautiful lustre. Exquisitely trimmed with Sable Squirrel, a combination that is both effective and becoming. Reliable and fully guaranteed.

OUR WHOLESALE PRICE 69 Gns

Visit our Showrooms—it will pay you.

Write for FREE Illustrated Catalogue "Furs at Manufacturers' Prices."

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Sable Brown Fox Stoles Fine large full silky skins.	6½ Gns.
Canadian Sable Stoles Two-skins long. Perfect quality.	16 Gns.
Musquash Coney Coats Beautiful dark markings, 44" long.	19 Gns.
Paschaniki Marmot Coats Trimmed Natural Skunk.	25 Gns.

Any Fur will be sent on Approval. Money refunded if not Approved.

Fur Renovations
We specialise in repairing and remodelling old and worn furs into fashionable garments. Expert advice and estimates free.

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Manufacturing Furriers,
64, ST. PAUL'S CHURCHYARD, LONDON, E.C.4
We have no shop. Showrooms First Floor.

Your safeguard when buying Electrical goods for *your* Home—*is the name*

UNIVERSAL

It is a guarantee of soundness and efficiency—of economy in use of current and an entire absence of mechanical trouble. Whether you want an electrical suction cleaner, complete with every accessory, or just a simple electrical heating pad, make sure it bears the name "Universal"—then you know your money is well spent.

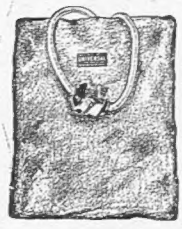
Here are some of the UNIVERSAL specialities

UNIVERSAL ELECTRIC CLEANER

The most efficient and economical electric suction cleaner on the market. No brush to wear the nap off carpets, etc.—cleans entirely by double power suction. Complete set of fittings for every purpose—instantly fitted. Ask your dealer for a demonstration in your own home without obligation. Cash price complete £15 15 0, or without accessories, £12 12 0.

Universal Coffee Percolator

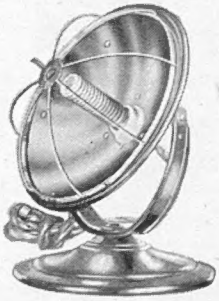
Makes the most delicious coffee in the world. No trouble. No glass to get broken or naked lights. No boiling water touches the grains. A wide range of styles to choose from. Prices from - - 39/6



The Universal Three-Heat Pad

Should be in every home. Invaluable in sick rooms, nurseries, or for bed warming. No water to spill — keeps the same temperature all the time. Four thermostats ensure perfect safety. Price - - - - 47/6

Deferred payments. 15/- deposit brings the Universal into your own home.



The Universal Electric Fire

Handsomely finished with various coloured bowls. Can be carried from room to room. Efficient, economical, and clean. Many models in various sizes and designs. Prices from - - - 23/6

Ask your dealer for any of the above—or write for name of nearest stockist to

L. G. Hawkins & Co.

30-35 DRURY LANE, KINGSWAY, W.C. 2.

Telephone: Regent 6537 (4 lines).

GLASGOW BRANCH: 206 WEST GEORGE STREET.

Telephone: Douglas 988.

Twilfit Reg'd ENGLISH MADE CORSETS

EVERY MODEL FULLY GUARANTEED

OBTAINABLE OF ALL DRAPERS

Model 0536.

Corselet of very handsome silk broché and silk elastic. This is a deep-fitting garment with boning at the back and over the abdomen. The front is of artificial silk milanese. In Pink.

Sizes 32 to 42 ins.

PRICE

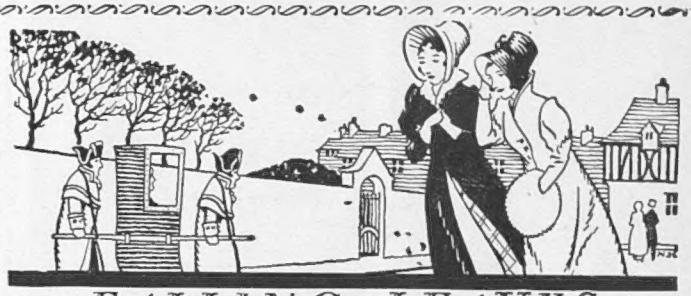
42/-

ILLUSTRATED BOOKLET FREE ON REQUEST

The latest models can always be seen and fitted at

D. H. EVANS & CO., LTD., OXFORD STREET, W.1.

Manufacturers: LEETHEMS, LTD., 71, Arundel Factory, PORTSMOUTH.



FALLING LEAVES

When Dame Nature changes her colour scheme, Dame Fashion follows suit. Just as the trees change their garb of green to rich russet shades, the frocks of Summer change to more serviceable coats and costumes which may need merely carefully cleaning and pressing, or which can be changed in hue by skilful dyeing. At these times one thinks of "Achille Serre" as naturally as one thinks of warmer wear.

Achille Serre Ltd.

Head Office and Works: Hackney Wick, London, E.9

BRANCHES AND AGENCIES ALMOST EVERYWHERE P.27

NOW WE KNOW

THEY say women can't keep secrets.

But they can—some sorts of secrets, the valuable sorts. Ask a woman the name of the dressmaker who makes such impeccable tailleurs for her—she won't tell. Ask Elaine, as I did, where she managed to get her hair so beautifully waved—she won't tell.

"Oh, a place near Bond Street," was all I got.

"Near Bond Street?" I said, gently probing. "Oh, you mean——"

"I mean two minutes from Pond Street," answered Elaine sweetly. Deadlock, as they say in the strike world.

But my hair was too much trouble to me and Elaine's was so patently no trouble at all; my hair never looked nice and Elaine's always looked exquisite; so I set my teeth into this particular secret. Anything if my hair could only be made as lovely as hers—so smooth and sleek and shining.

The fates delivered her into my hands. I saw her some days later going into the very place—Nestlés. I decided in a flash and followed. We met inside.

"Do you come here, too?" she asked wonderingly.

"From now on," I replied gaily, and in my eyes she must have read the whole comedy, for she laughed.

"They're really wonderful," she said. "Since they did that lovely permanent wave for me I let them do everything my hair needs. Shampooing, cutting, setting—everything. Literally, Nestlé make an art of coiffure. And really astoundingly inexpensive, too. Do you know, they'll permanently wave your hair for as little as 36/-. They . . ."

That's one thing about women. Once you *do* find out their secret they'll share it with you wholeheartedly!

Nestlé

43 DOVER STREET LONDON W1

also 48 South Molton Street

Write to Dept. 22 for booklet giving full particulars of the Nestlé Wave

When out of town you can also obtain the genuine Nestlé Wave at

ALTRINCHAM: Maison Taylor, Station Buildings, Moss Lane. BATH: Mills and Watkins, 3, George Street. BOURNEMOUTH: S. A. Thomson ('*Phone* 148), 100-102, Poole Road, Westbourne. CARDIFF: Robert Lane, Duke Street. CHORLTON-CUM-HARDY: Maison Taylor, 76, Barlow Moor Road. DIDSBURY: Maison Taylor, Bank Buildings, Lapwing Lane. GLASGOW: Léon, 89, St. Vincent St. LEEDS: Miss Manning, 27 County Arcade. MANCHESTER: Maison Taylor, 26-28, King Street, and 131, Oxford Road, All Saints. NEWCASTLE-ON-TYNE: Miss Margaret Joice, 1, St. Mary's Place.

"The Secret of Slenderness"

THE CORSLO "CONTOUR"

(FOR FULL FIGURES)

The Corslo "Contour" gives to the fullest figure relief from the compression and discomfort of stiffly boned and tightly laced corsets. This freedom will mean improved health and renewed vitality, and in addition will ensure a graceful line and absolute ease. It combines bust bodice, corset and hip belt, and so saves the thickness of double materials. Extra and firmer bones have been introduced at front and back to give the necessary support. The Corslo "Contour" fastens at the left side, so it can be put on without stooping, and then adjusted to a comfortable fitting by the back lacings. Two pairs of suspenders. Bones removable for washing. Indispensable for tropical wear. In cotton tricot, in white, black and pink. Measurements required: bust, waist and hips.

PRICE **73/6**

In best quality silk tricot and satin, **6½ Gns.**

Sent on Approval.

Catalogue post free.

Debenham & Freebody.
(DEBENHAMS LIMITED)
Wigmore Street,
(Cavendish Square), London, W.1

PETER ROBINSON

COATS for LITTLE GIRLS.

601. White rabbit Fur Coat, trimmed with grey rabbit scarf collar and cuffs and side insets.

Sizes:

18 ins.,	**£4-18-0**
20 „	**£5-5-0**
22 „	**£5-17-0**
24 „	**£6-10-0**
26 „	**£7-0-0**

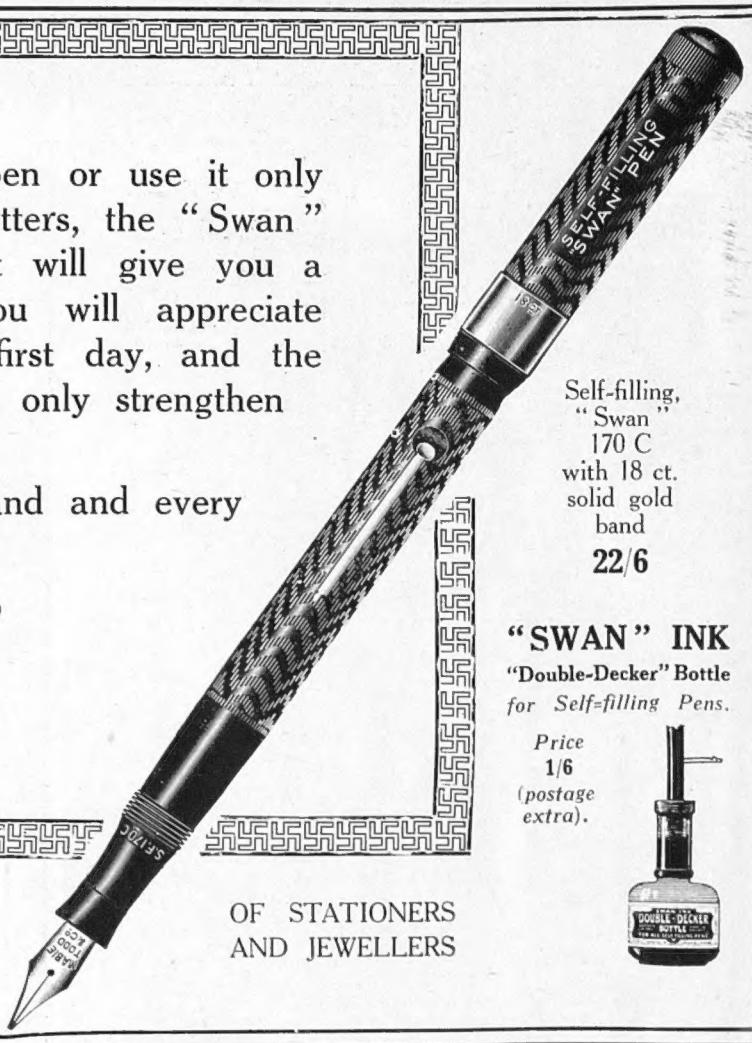
Hat to match, **16/9**

PETER ROBINSON, Ltd. OXFORD ST., & REGENT ST, W.1.

Whether you work with the pen or use it only for making notes and writing letters, the "Swan" with its wonderful smooth point will give you a pleasure never felt before. You will appreciate your "Swan" from the very first day, and the years of service it renders will only strengthen your attachment to it.

There's a "Swan" for every hand and every purpose.

"SWAN" FOUNTPENS



Self-filling, "Swan" 170 C with 18 ct. solid gold band **22/6**

"SWAN" INK
"Double-Decker" Bottle
for Self-filling Pens.
Price **1/6** *(postage extra).*

Self-filling Type from 15/-
Other "Swans" ,, 10/6
List post free.

MABIE, TODD & Co., LTD., Swan House, 133 & 135, Oxford St., London, W.1. Branches: 79, High Holborn, W.C.1; 95, Regent St., W.1; and at 3, Exchange St., Manchester.

OF STATIONERS AND JEWELLERS

Harvey Nichols of Knightsbridge

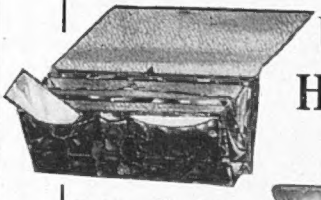
DISTINCTIVE AND RELIABLE FURS at moderate prices.

***Moleskin Coat** with long roll collar, cuffs and flounce of grey dyed fox.*

Price 49 Gns.

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, LONDON, S.W. 1

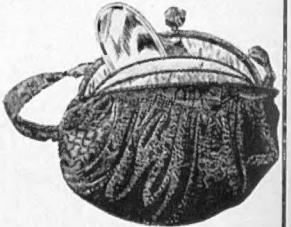
USEFUL Handbags



Finest quality Crocodile under arm Bag. Fitted inner division, writing tablet, mirror and two large compartments for notes, etc. Lined through ripple calf. Made especially for us. Size 11½ × 5. Price **6½ Gns.**

Smart Mesh Bag in Greek key pattern, excellent imitation of gold and platinum, lined silk. Size 5½ × 6. Price **23/9**

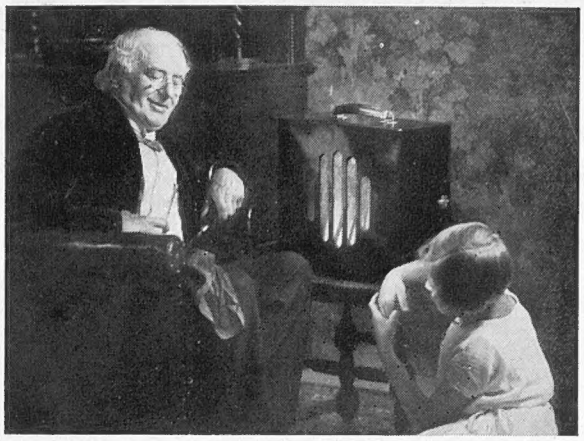
Fractical under arm Silk Bag, fitted two inner pockets and a large mirror, bound kid. Size 9 × 5. **39/6 each.** Larger size 11 × 6 **49/6** each. Black and Nigger.



Smart Pouch Bag in coloured calf leather with inner division, lined good quality moire. On strong metal frame. Colours, mauve, grey, green, blue. Size 9½ × 8. **49/6 each.**

MARSHALL & SNELGROVE
VERE-STREET AND OXFORD STREET
LONDON·W·1

An excellent quality watered Black Silk large and roomy Bag. Inner division, large mirror. Neatly and strongly lined. Size 10 × 9. Price **25/-**



Just pull the button—and Listen In

Our illustrated folder No. 3 will be posted to you on request. We will gladly give you a demonstration in the London area at your home or office if you will 'phone us (Mayfair 3758) or send a post-card making an appointment to suit your convenience.

Magic! TAKE the Rees-Mace *portable* set where you will—in the Drawing Room—in the Sick Room—into the Garden—or down by the river . . . *anywhere* . . .

PULL the black button and enjoy the music *instantly;* clearly and faultlessly reproduced from the cone loud speaker embodied in the set itself.

REMEMBER the set is absolutely self-contained—no aerial—no earth—*no outside wire of any kind.* Beautifully made, and beautifully finished. Light, and so simple to work. Could anything be more attractive?

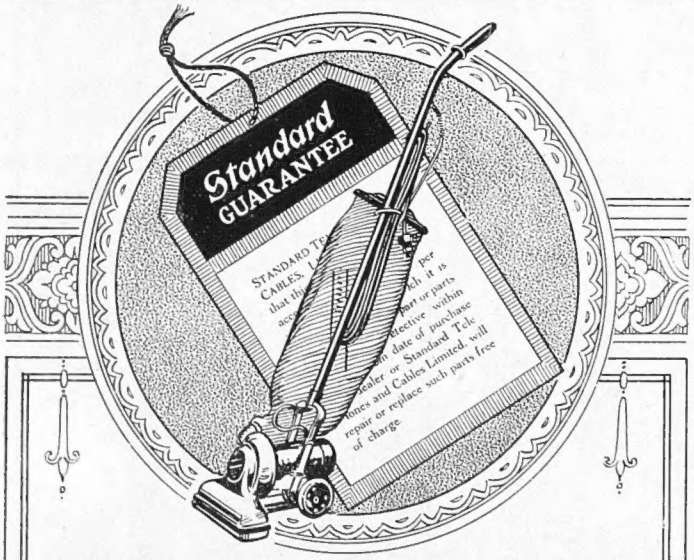
2, 3, 4 & 7 VALVE MODELS

The Rees-Mace "ALL IN" WIRELESS SET

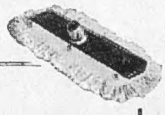
Prices from 16 Gns. to 62 Gns.

THE REES-MACE MANUFACTURING CO., LTD.

39a, WELBECK ST., LONDON, W.1.



THE GUARANTEED VACUUM SWEEPER



This suction mop is given free with each complete Vacuum Sweeper. It will keep your linos, parquet floorings and polished surfaces free from dust.

THE Standard Vacuum Sweeper is the last word in efficiency, and possesses many novel features that make it the best proposition on the market to-day.

The guarantee which is attached to every Standard Vacuum Sweeper ensures that you are protected should any part of the machine prove to be defective within the period of one year.

Write for our "Home of Leisure" booklet, or, better still, call, and let us show you a machine in actual operation.

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'Phone: Central 7345 (10 lines).

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Harrods LONDON

Modes for the Petite —inspired by Paris

EXQUISITELY adapted to accent dainty charm are the new modes of Autumn, presented here in Harrods Salon for Small Sizes. Fashion's every fascinating phase is represented—and there are three smaller-than-usual sizes, to meet the needs of the slim and the not-so-slim.

'Cherie'

Confidently chic is this coat, made in the new semi-fitted effect, with inlet bands of fabric running the reverse way. It may be chosen in Face Cloth or Velour. Correct new colourings. **13½** Gns

Moleskin trimmed - **13½** Gns.
Beaver trimmed - **41½** „
Civet Cat trimmed - **27½** „
Squirrel trimmed - **41½** „

'Ascanio'

With smartly slashed sleeves and skirt reveal the contrasting tone beneath. In combinations of black and red, black and royal, navy and red, navy and royal, brown and beige **7½** Gns

Salon for Small Sizes First Floor.

HARRODS LTD LONDON SW1

Time is always flying—Flying!—and defying Man to say him nay.

"IF YOU CAN fill the unforgiving minute with sixty seconds worth of distance run, yours is the Earth and everything that's in it," writes Kipling.

LET A ROLEX Wrist Watch help you attain this ideal by keeping you ever punctual to your appointments.

PUNCTUALITY smoothens life's affairs; in business and in social activities, being "on time" counts for a good deal.

BY ITS OWN unfailing habit of strictest accuracy, the Rolex helps you to be there to time, and entitles you to expect the same of other persons.

Sixteen World's records for precision secured at the Geneva and Kew Observatories have won for the Rolex the proud, unchallenged title of "the World's best watch."

Resolutely reject substitutes: they are inferior to the genuine 'Rolex.'

Moderately priced in all models for Ladies and Gentlemen.

ROLEX WRIST WATCHES

The best Jewellers will show and recommend them to you

Head Office GENEVA. (*London:* (Trade only) 40/44, HOLBORN VIADUCT, E.C.1

USEFUL & BECOMING

BRIDGE COAT IN CHIFFON VELVET

DISTINCTIVE Lounge Coat (*as sketch*) made in rich chiffon velvet lined silk throughout and trimmed with fur collar, finished narrow belt and buckle.

In black and range of new colourings.

PRICE **84/-**

Outsizes **89/6**

Sent on approval.

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Write for leaflet.

On the Road—*let* *The Autocar* Maps *help you*

Specially prepared for "The Autocar" by Messrs. J. Bartholomew & Co.

"The Autocar" Sectional Road Map of England and Wales.

This map is divided into 24 sections, each with a key map printed on the back, and is supplied in a case. NEW FEATURES: Contours are now indicated in full colours on each section. Road numbers are given, and all new roads, including arterial roads, are shown. In Stout Waterproof Case, price **6/6** net. By post **6/10** In Leather Case, Celluloid Front, price **15/-** net. By post **15/6**

"The Autocar" Half-Inch Map of England & Wales.

Scale 2 miles to the inch. Mounted on cloth, "dissected," i.e., cut up into segments, thus avoiding cracking at the folds. The whole of England and Wales is covered in 37 sheets. Price per section **4/-** net. By post **4/2**

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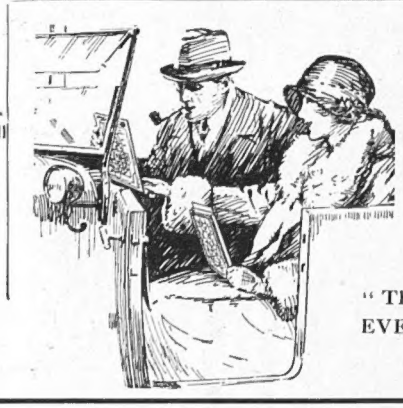
Obtainable from all leading booksellers or the publishers

ILIFFE & SONS LTD., Dorset House, Tudor St., London, E.C.4



Read
"The Autocar"
EVERY FRIDAY
4d.

The Graphic

for October 23 will be a

Special Motor Show Number,

and will contain, in addition to the usual features:—

A Complete Guide to the Exhibition at Olympia, comprising a general commentary on the Cars of 1927, by OWEN JOHN of "*The Autocar*."

Detailed descriptions of the **Most Interesting New Models** by EDWIN CAMPBELL.

A Double-page Drawing, **"The Open Road"** by DONALD MAXWELL.

Two Pages of Photographs illustrating **The Making of a Motor Tyre.**

A Page Drawing showing **The world-wide sources from which are drawn the materials used in Motor Manufacture.**

An Interesting Collection of Photographs of **Street Traffic 20 Years Ago.**

Business takes you on a long trip. The train surges along, maybe with the air getting sharper as night approaches. And in your carriage you sit huddled, endeavouring not to notice the draughts from the corridor and the sleet gathered under the window. A time when really efficient underclothing makes travelling comfortable and *safe*.

CHILPRUFE REGD UNDERWEAR for MEN

A range of well-proportioned, well-finished garments, made of a pure wool fabric knitted from the finest yarn, giving splendid service over a very long period. They keep shape and texture, and are comfortably smooth and pleasing, even to those of vigorous habit.

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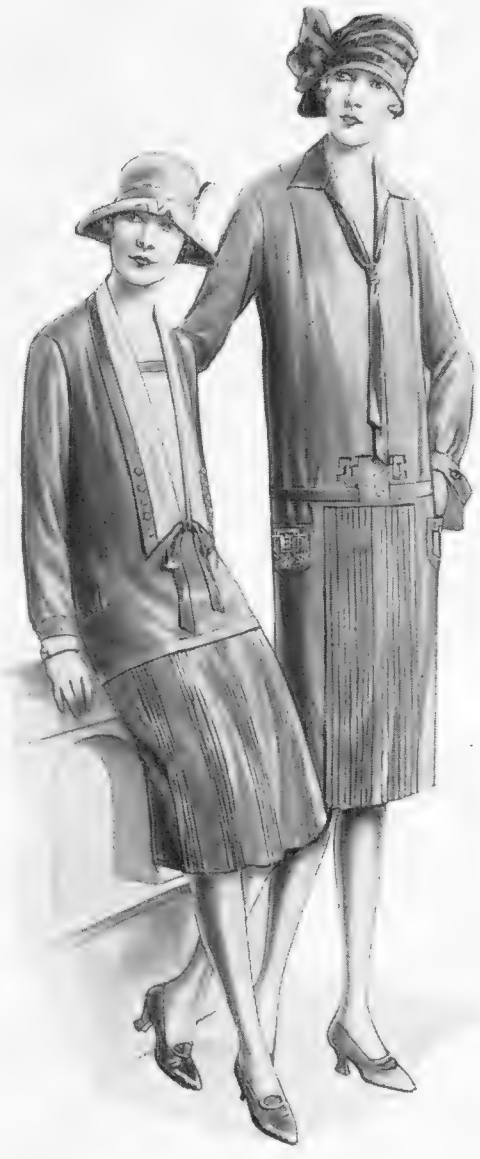

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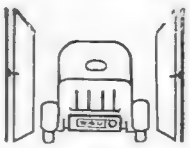

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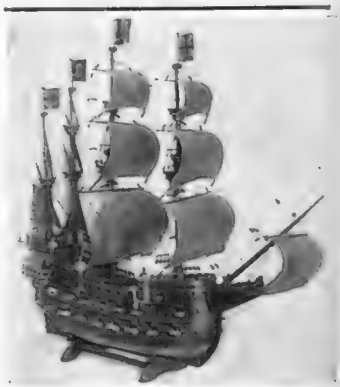

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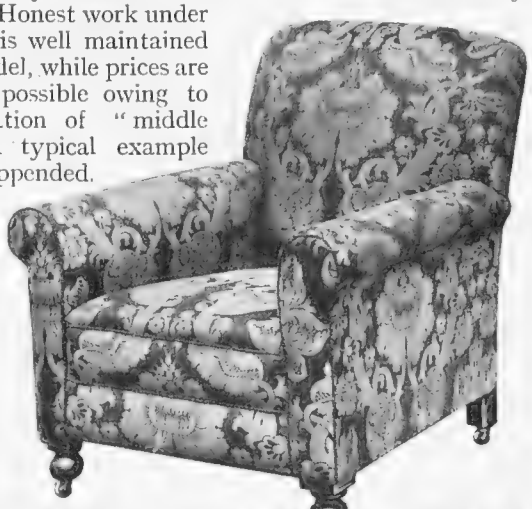

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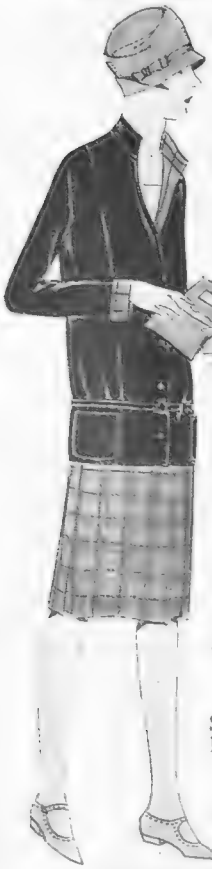

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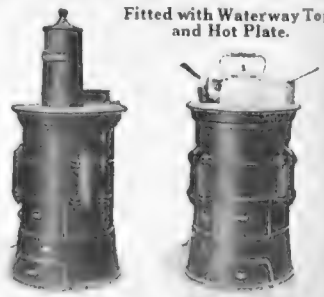

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Hotel Lutetia, 43 Boulevard Raspail.
Hotel Majestic, 16 Ave. Kleber.
Hotel Metropolitan, 8 Rue Cambon (1).
Hotel Meurice, 228 Rue de Rivoli.
Hotel Regina, Place de Rivoli.
Hotel St. Petersburg, 33/5 Rue Caumartin (nr. Opera).
Hotel Savoy, 194bis Rue de Rivoli.
Hotel Scribe, 1, Rue Scribe (1re).
Hotel Wagram, 208 Rue de Rivoli.
Royal Monceau Hotel, 33-39 Av. Hoche (8).

Pourville-sur-Mer (Seine Inf.).—Hotel Albion

St. Jean de Luz (B.P.).—Modern Hotel.

Versailles.—Trianon Palace Hotel.

ITALY

Rapallo.—Grand Hotel Excelsior & New Casino.

Rome.—Hotel Bristol, Piazza Barberini.
Hotel Victoria, Via Sardegna.
Palace Hotel, Via Vittorio Veneto.
Grand Hotel.
Excelsior Hotel.

SPAIN.

St. Sebastian.—Continental Palace Hotel

SWITZERLAND.

Beatenberg.—Grand Hotel Victoria.

Chatean D'Oex.—
Grand Hotel & Hotel Berthod

Geneva.—Grand Hotel de la Paix

Kanderstez.—The Grand Hotel

Lausanne.—
Lausanne Palace Beausite Hotel.

Locarno.—Grand Hotel Palace.

Lugano.—Hotel Metropole-Monopole.

Montreux.—Eden Grand Hotel.

Montreux-Territet.—The Grand Hotel.

Naples.—Excelsior Hotel.

Ouchy-Lausanne.—Hotel du Chateau. (New Management.)
Parc Hotel.

Vevey.—The Grand Hotel & Palace.

PLAYER'S *MEDIUM* NAVY CUT CIGARETTES. PLAIN OR TIPPED WITH CORK OF PURE NATURAL GROWTH

Another "good deal" concluded
—helped with judgment,
inspired and mellowed by

PLAYER'S
NAVY CUT
CIGARETTES

MEDIUM 10 *for* 6D. WHITE LABEL 10 *for* 5½D.

"IT'S THE TOBACCO THAT COUNTS"

REGD No 154011

P 1376

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½ inch—that's enough for one pair.

JUST a tiny squeeze on to the cloth and you have sufficient to give your shoes a proper toilet if you use Meltonian Cream. Then a quick rub over and they shine as only well-dressed leather can! Meltonian Cream is not only the best but the most economical form of leather dressing. Sixpence! that's the price of this new tube, which is taking Meltonian Cream into thousands of new homes . . . and think of the convenience of the tube—no lid with sharp edges that either won't come off or won't go on . . . no evaporation . . . no waste. Buy a tube to-day and every one at home will bless you for it.

Meltonian
CREAM *for* GOOD SHOES

The handy tube - - - - - -	6d.
The Traveller's tube, with cloth - -	1/-
The 'Dumpy' jar - - - - - -	9d.

Meltonian Cream is made in White, Black, and three shades of Brown

There's a Special Meltonian White Dressing for your Sports Shoes

MADE BY E. BROWN AND SON, LTD., MELTONIAN WORKS, CRICKLEWOOD, LONDON, N.W.2

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Of all high-class Tobacconists and Stores. 29/6 per box of 25.

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The Bystander, October 20, 1926 No. 1192. Vol. XCII.

The BYSTANDER

BY ALBERT BAILEY

A MOTOR SHOW

RONOLEKE HOT WATER BOTTLES have been tested by standing a fully grown elephant on four inflated Ronolekes. On examination, they were found to be in perfect condition. No other bottle has ever been put to such a severe test.

The WORLD'S *best* Hot Water Bottle

Made from the finest Rubber obtainable, and guaranteed against leaking.

POPULAR SIZE
12" × 8"

6/9D

This Picture is ¼ of the actual size

It *cannot* leak—

therefore insist on having

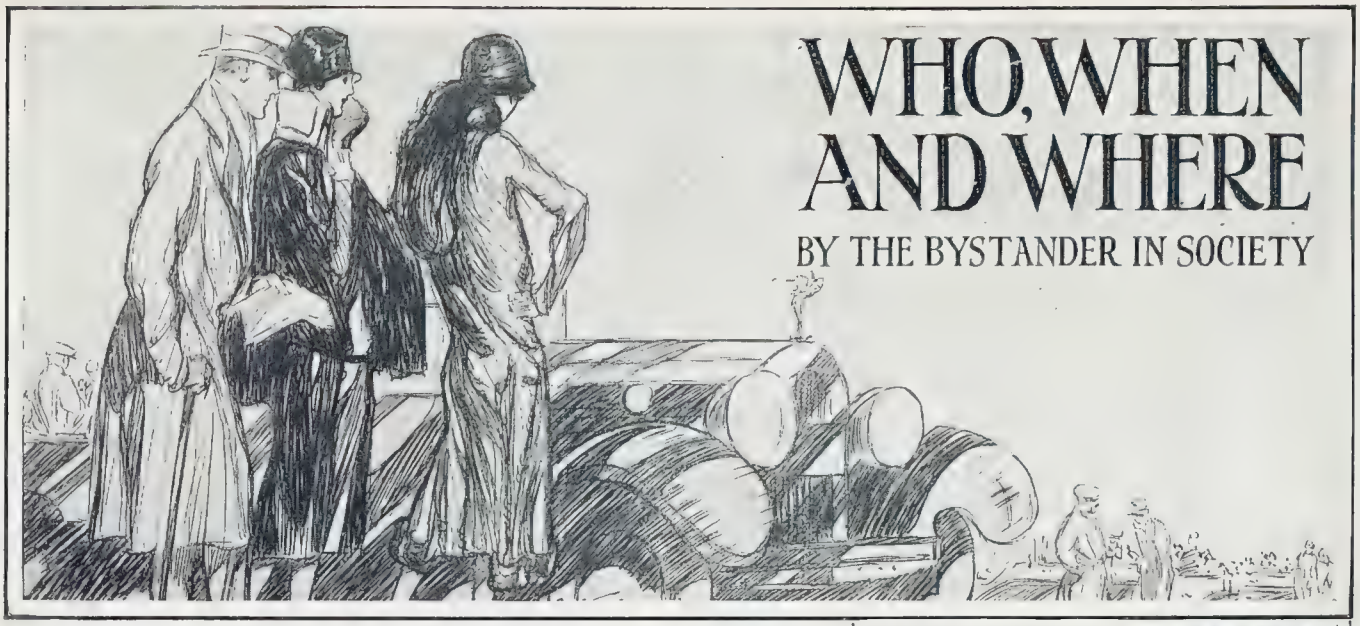
"Ronoleke"

THERE IS ONLY ONE RONOLEKE—THE NAME IS ON THE BOTTLE

Obtainable from all Chemists, Rubber Stores and General Dealers.

Made only by CAMPBELL, ACHNACH & CO. LTD., WALLACE ST., GLASGOW.

C.F.H.



WHO, WHEN AND WHERE

BY THE BYSTANDER IN SOCIETY

At Sandringham

THE King and Queen remained in London only for a week after their return from Balmoral. Then their Majesties went to Sandringham—not, as formerly, to York Cottage—where they are expected to remain until the end of the month.

Despite its many inconveniences in the way of accommodation, the King and Queen were deeply attached to York Cottage, which was the only permanent home they have had since their marriage thirty-three years ago. What will be the future of York Cottage nobody knows. It may be given to the Duke and Duchess of York. The suggestion that the Duke and Duchess would move into York House when the Prince of Wales went into residence at Marlborough House is entirely discounted by the house in Piccadilly having been taken as their London residence.

Central News

A NEW GOVERNOR-GENERAL

Lord Willingdon, the new Governor-General of Canada, photographed at his official welcome. This took place on Parliament Hill, Ottawa

So soon as the furniture, etc., is removed from White Lodge to Piccadilly that house, where the Queen spent so much of her time before her marriage, and where the Prince of Wales was born, will again fall to the King's gift.

Sport and General

THE PRINCE AT DONCASTER

The Prince of Wales photographed during his inspection of the Guard of Honour at Doncaster. In his four days' tour of the Yorkshire industrial centres he had a continual round of engagements

Marriage and Giving in Marriage

LAST week was a week of weddings of the kind that brings dozens of relations of brides and bridegrooms to London. First, there was the wedding of Miss Leveson, the daughter of Admiral Sir Arthur Leveson, the King's First and Principal Naval Aide-de-Camp, and Lady Leveson, to Lieut. W. D. Stephens, R.N. Lady Leveson, when she married Sir Arthur twenty-

Alfieri

CAPTAIN NORTON, LADY ANGELA SCOTT, MRS. THORNTON and MAJOR THORNTON

Topical

MRS. GALBRAITH and MRS. D'ARCY HALL

A 'CHASING OCCASION

Three photographs from the course at the Wincanton Steeplechases. October was kinder to this meeting than it was to several others

Alfieri

MRS. F. A. BROWNE and MRS. PHIPPS HORNBY

four years ago, was Jemima Countess of Darnley, widow of the late Earl—the bride, by the way, bears her mother's unusual Christian name—so, in addition to most of the well-known folks in the Navy, such as Vice-Admiral Sir Herbert Richmond, who was recently appointed as first Commandant of the new Imperial Defence College, and Lady Richmond, and Admiral Sir Charles and Lady Madden, there was a large gathering of the Darnley family, including Lord and Lady Darnley.

The other two weddings were those of the Master of Falkland, the son of Viscount Falkland, and Miss Southey, and of Lady Katherine Beresford to her cousin, Mr. David Dawnay, the bridegrooms being aged respectively twenty-two and twenty-three.

The Beresford-Dawnay wedding brought a whole contingent of Lansdownes, Cavendishes, Beresfords, Beauclerks, and Dawnays together, for Lady Osborne Beauclerk, the bride's mother, is a daughter of the Marquess and Marchioness of Lansdowne and a sister of the Duchess of Devonshire, at whose house in Carlton House Terrace the reception was held. Lady Susan Dawnay is the widow of Viscount Downe's brother, the Hon. Hugh Dawnay, who was killed in the War. Lady Osborne Beauclerk married the uncle and heir of the Duke of St. Albans seven years after the death of her first husband, the late Marquess of Waterford.

Alfieri

AT THE NEWMARKET MEETING

Princess Mary with Major Featherstonhaugh on the Newmarket course. She is one of the keenest race-goers in the Royal Family

The Falkland Wedding

Lady Newborough gave the reception for this very youthful couple, the Master of Falkland and Miss Southey, at her house in Bruton Street, next door but one to Lord Strathmore's house, where the Duke and Duchess of York are now staying. The bride is her niece, and her only daughter, the Hon. Stella Wynn, was one of the bridesmaids.

The title of "Master" borne by the eldest son of a peer is confined solely to Scotland, and in that country only belongs to viscounties and baronies which were created before a certain date. The Viscounty of Falkland was bestowed by James I upon Sir Henry Cary, the Comptroller of his Household and Lord Deputy for Ireland. Various vicissitudes befell his descendants. His son, the second viscount, was killed at the Battle of Newbury fighting for Charles I, and a Viscount Falkland, in the reign of William III, was sent to the Tower by the House of Commons for "begging and receiving £2000 from His Majesty contrary to the ordinary method of issuing and bestowing money." Another Lord Falkland was killed in a duel early in the nineteenth century.

Amongst others beside Lord Falkland's heir who bear the title of Master are the Master of Elibank, the heir of Viscount Elibank, whose

barony dates back to the reign of Charles I, and the Master of Sempill, Lord Sempill's heir. The Sempill barony has been in existence for nearly four and a half centuries.

At one time the title was only used in Scotland itself, being dropped as soon as the Border was passed, the prefix "Honourable" being used instead. But now it is invariably used

Sport and General

THE COUNTESS OF HADDINGTON and LADY JEAN DALRYMPLE

on both sides of the Tweed, as it indicates the age of the peerage and the few people who have a right to it.

"A Hundred Wonderful Years"

I SUPPOSE if we were all set down to answer an examination paper on the big historical happenings between 1820 and 1920 most of us would remember the outstanding events of that century. But how many of us have the glimmering of a notion of the everyday life of the people whom the young folk of to-day dismiss contemptuously as "Victorians" or "Early Victorian"?

One of the most interesting things in the Letters of the Duchess d'Orleans—that intrepid woman who married Louis XIV's brother and would have ruled over England instead of George I if she had been a man—are her detailed accounts of her daily life and the employment of her time at Versailles and elsewhere in the days of the *Grande Monarque*. Mrs. C. S. Peel, in her book, *A Hundred Wonderful Years* (The Bodley Head), has done us the same service for a century which lies only six years behind us.

We take our express trains, the telephones, telegraph, electric light, aviation, wireless, and all the hundred domestic comforts we owe largely to Victorian brains as part of the everyday scheme of things. And it never occurs to any of us to think what existence was like without one of them. Yet, as Mrs. Peel tells us, five years after the Battle of Waterloo neither news nor man could travel faster than the pace of a horse.

British Illus.

MISS JEAN SCOTT (left), LADY VICTORIA HAIG, MISS MARJORIE SCOTT, LADY HELENA FITZWILLIAM and MISS RITCHIE

"OVER THE STICKS" IN SCOTLAND

Some of the spectators at the United Border Hunt Steeplechases. These were held recently at Kelso and were well attended

Topical

THE COUNTESS OF DALKEITH and COLONEL ASHTON

No such changes have come into life in any preceding century. Both the national and domestic existence were revolutionised during Queen Victoria's reign, and it is fascinating to see the gradual change growing under Mrs. Peel's pen just as if it were a work of fiction, although one knows her book must have meant a prodigious amount of research.

Imagine great houses with no bathrooms and no central heating. Imagine, too, the feelings and the remarks of the modern young woman if she was never allowed to go out walking without either a maid or a footman in attendance, sometimes both. The rich, and even the moderately well-to-do, had at least twice as many servants as they have to-day; and everybody, rich and poor alike, had large families. On this point Mrs. Peel quotes Lady Lyttleton's description of seventeen children all under the age of twelve belonging to Mrs. Gladstone and her sister playing on the floor of a room at Hawarden.

Sport and General

MISS MARY ASHLEY and MISS ROSEMARY HOPE-VERE

I. B.

THE SOUTH AFRICAN WAR MEMORIAL

General Hertzog, Prime Minister of South Africa, speaking at the foot of the Memorial at Delville Wood, dedicated to the South Africans who lost their lives in the Great War. Mrs. Botha, who unveiled the Memorial, Prince Arthur of Connaught, Lord Haig, Mr. Amery and the Marquess of Crewe are also seen on the dais

The book is a complete picture of the life of a hundred years, starting with the palace and going through every class down to the very poor. And in order to realise what poverty was in the larger part of those hundred years you have only to read Mrs. Peel's book. There are seventy illustrations—a positive compendium of the vagaries of fashions feminine during a century.

Two Good Causes

THE Countess of Carlisle asks me to let you know that the ball she is organising in aid of the British Hospital for Mothers and Babies at Woolwich, and which was to have taken place on the 29th October at the new Green Park Hotel, in Piccadilly, on its opening night, has had to be postponed until next March as the hotel will not be ready on that night.

Your Bystander is also asked to tell you that the Royal Northern Hospital Celebration Ball, of which the Duchess of Sutherland is the chairman, and Viscountess Ednam the vice-chairman, will take place at the Hyde Park Hotel on Friday, November 12th, and that you can get your tickets—25s. each, or £6 5s. for a block of six—from the Secretary, Royal Northern Hospital, Holloway, N.7.

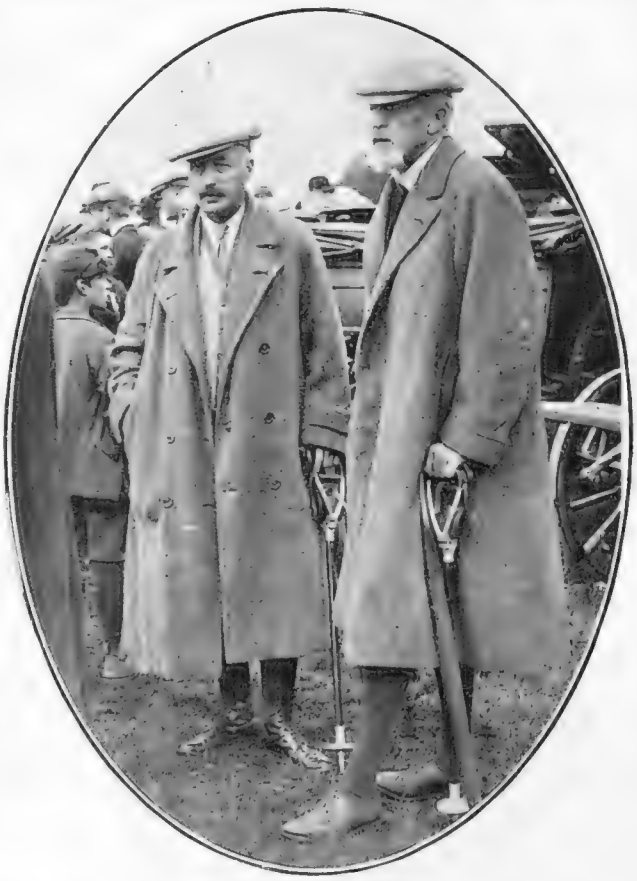
Homburg and an English Princess

THE Castle at Homburg which it is said the Prussian Diet has offered to hand over to the ex-Kaiser as ex-King of Prussia and not as ex-Kaiser *soit entendu*—a big distinction this—was the home for many years of an English Princess. This was Princess Elizabeth, the third daughter of George III, "a fine, bouncing, amiable woman," as she is described by a contemporary.

Princesses in her time were married young or they never married at all, and everybody thought that Princess Elizabeth had *coiffé Ste. Catharine*. Her father allowed her £2,000 a year, and she lived at Old Windsor, devoting her time to painting, in which she really excelled, and to philanthropy. Then, to the amazement of the Court, at the age of forty-eight, she married the Hereditary Prince of Hesse-Homburg. Parliament gave her an allowance of £10,000 a year.

Two years later her husband's father died, and they became Landgrave and Landgravine of Hesse-Homburg, and lived in the Castle at Homburg. But the public funds of the small principality were so saddled with debt that the Landgravine devoted £6,000 a year out of her allowance from England to put matters straight. When her husband died she was homeless, and her brother, King William IV, gave her a palace at Hanover.

The Landgraves of Hesse-Homburg, a branch of the Grand-Ducal family of Hesse, disappeared long ago. Their castle at Homburg was "pinched" by Prussia after the brief war between Prussia and Austria in 1866, which ended so



Topical

AT LOWTHER CASTLE

Colonel Erskine and the Duke of Leeds at the Lowther Castle Sheep Dog Trials. This meeting attracts dog lovers from all parts of the North Country

disastrously at Sadowa for Austria, the grand-duchy of Hesse and the other Southern German principalities which had sided with Austria against the King of Prussia.

The Hohenzollerns used to stay constantly at the Castle at Homburg, and during the war the ex-Kaiser's first wife, the Kaiserin Augusta Victoria, spent most of her time there. Not very far away, at Cronberg, is Friedrichshof, a house which the ex-Kaiser's mother, the Empress Frederick, built after she had been left a fortune by the Duchess di Galliera, the widow of an immensely wealthy Genoese merchant who had been ennobled.

Some years ago your Bystander saw a letter written from Friedrichshof by the Empress Frederick not long before her death. The dread it expressed for the future of Germany and of Europe was actually a prophecy of the War.

"Observations"

TURNING out some books the other day I came across a little leather-bound volume which I remember picking up years ago from one of those boxes of the second-hand booksellers which line the Quai Voltaire by the Seine. I had forgotten I possessed it.

The title page in red and black printing says it is the "British Merlin, bedeckt with many delightful Varieties and useful Verities, made and compiled for the Benefit of his Country by Cardanus Riders." It is a calendar, and its date is 1684. The "delightful Varieties and useful Verities" cover "chronological observations," with "notes of Husbandry, Physick, Fairs and Marts." At the end of each month there are "observations." This is the observation for September :—

"Now as the year declines, provide your Winter Garments, hang them on loosly, to prevent that you might after repent of."

And this for October :—

"The Garments you last month hung on your backs in jest, now Button them close in good earnest. Cloath you now for prevention for the cold comes insensibly and Fogs oftimes beget a whole Winter's cold. Consult with your Tailors as well as Physitians."

Lafayette

AN OCTOBER BRIDE

Mrs. K. G. Graham-Scott, whose marriage to Captain K. G. Graham-Scott, of the Black Watch, took place quietly at St. Mark's, North Audley Street, yesterday. Before her wedding she was Miss Joan Gordon, daughter of the Hon. Sir Frederick and Lady Gordon

THE HON. MRS. F. S. JACKSON [*Bassano*

Whose husband, Lt.-Col. the Hon. F. S. Jackson, is to succeed Lord Lytton as Governor of Bengal. Lt.-Col. Jackson, who takes office early next year, is Chairman of the Conservative Party

The Royal Institute of Oil Painters

THE first impression one gets on entering the Princes Galleries, where the Royal Institute of Oil Painters are having their forty-third exhibition, from now until December, is the small size—taking the average—of the pictures. So one wonders if the members of the Institute have remembered an unfortunate fact, entirely overlooked by so many exhibitors at the Royal Academy, that wall-space is one of the decreasing factors in life to-day. Your Bystander ventures to think they have, because the larger portion

Bassano

TO MARRY IN NOVEMBER

Miss E. J. Tozer, whose marriage to Mr. A. Hargreaves is to take place at Westcott Parish Church, near Dorking, on November 9. Mr. Hargreaves is a subaltern in the King's Own Royal Regiment

Vandyk

A NAVAL WEDDING

The bridal group photographed after the marriage of Lieutenant M. W. B. Hervey, R.N., and Miss Joan Hanbury, daughter of Colonel P. L. Hanbury, C.M.G., D.S.O. The wedding took place at All Souls', Langham Place

of the 393 pictures exhibited would hang most comfortably in the smallest pill-box of a flat.

There is an interesting lack of the ultra-modernist and cubist spirit in the Exhibition, in fact there is nothing at all of what the modern call "modern." On the other hand, there are charming and delightful pictures which one longs to possess, so I advise you to pay a visit to the Princes Galleries.

Our Embassy at Washington

I THINK I told you some little time ago that the Office of Works, the Government Department responsible for our Embassies abroad, had had a stroke of luck in connection with the British Embassy at Washington. The present Embassy was built in 1871 at a cost of something like £10,000. It is a good house with a small garden at the back, and when it was first built was in the most fashionable part of Washington. The district, however, like so many in London, has been invaded by shops, and in addition tramcars pass up and down before the Embassy all day and half the night, clanging perpetual bells as only American and Italian tramcars can clang them.

During the War temporary buildings were put in the garden to house an increased staff. But since the War the duties of the Commercial Attaché have increased so greatly that the temporary buildings have had to be made into his permanent offices.

Naturally, with the development of that part of Washington into a commercial district the value of the site of the Embassy has gone up by leaps and bounds, and is now estimated at £100,000. Mr. Henry Wardman, a Yorkshireman, who has become Washington's leading builder, last year offered to provide a new Embassy in one of the most fashionable streets of the city, where there are already several Embassies, and where no trams run, in exchange for the old building and its site. Sir Lionel Earle, the head of the Office of Works, and to whom, in parenthesis, we owe the wonderful display of flowers in the West End parks every year, went over to America last year, and all the details were settled.

Sir Edwin Lutyens was commissioned to design the new Embassy, which is to be of brick and stone. The work, however, has been progressing so slowly that he has just gone over to the States to look into matters. Mr. Wardman, in addition to all his building activities in Washington, is also finishing the Park Lane Hotel in Piccadilly, whose iron girders and unfinished walls were such an eyesore for so many years.

When the new Embassy at Washington is finished I am told it will be the finest of all our foreign Embassies.

Sport and General

A SOCIETY ENGAGEMENT

Lord Inverclyde photographed with his fiancée, Miss Olive Sainsbury, youngest daughter of Mr. and Mrs. Arthur Sainsbury. Lord Inverclyde is the 4th Baron and succeeded to the title in 1919

Lafayette

AN ADMIRAL'S DAUGHTER

Lieutenant W. Derek Stephens, R.N., and his bride after their wedding at Holy Trinity Church, Brompton. Mrs. Stephens was formerly Miss Jemima Leveson, the eldest daughter of Admiral Sir Arthur and Lady Leveson, of Bridgelands, Midhurst, Sussex

Warwick Castle

As I dislike doing addition sums I refuse to calculate how many years it is since an Earl and Countess of Warwick lived at Warwick Castle. After great splendours in the time of the late Lord Warwick, and Frances, Lady Warwick, culminating in a wonderful ball at which everybody had to wear the dress of the Louis XV and Louis XVI periods, the Castle was let to a most hospitable American couple, Mr. and Mrs. Henry Marsh, and the Warwicks lived at Easton Lodge at Dunmow, which Frances, Lady Warwick had inherited from her father, the Hon. Charles Maynard, and has now handed over to the Labour Party to serve them as a sort of Chequers.

Gentlemen Who Prefer Bronze

BY E. T. REED

LAGGARD PAVIOURS OF "THE SQUARE": "It's orl right, m' Lord, you needn't come down! We've just finished!"

LORD NELSON: "Oh, I'm not 'coming down'—I'm only down here for the convenience of the artist! But look here, my lads, if these lions of mine had been real, I'd have set 'em on to you and your employers months ago!"

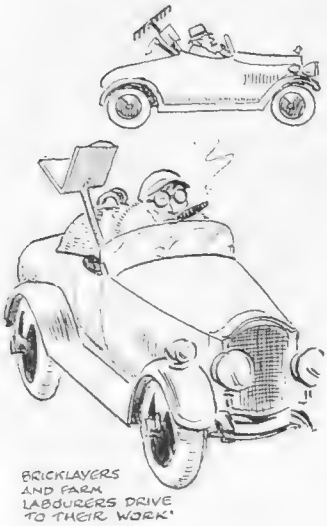
'ALL THE WORLD'S A STAGE'

BYSTANDER COMMENTS

'GETTING BIGGER AND BIGGER'

The Motor Show

THERE are some things that seem destined to grow—and grow — and grow. Without any particular effort on the part of anybody, they just go on getting bigger and bigger. There is Europe's debt to America—and there is the Motor Show!



BRICKLAYERS AND FARM LABOURERS DRIVE TO THEIR WORK'

The Biggest Thing

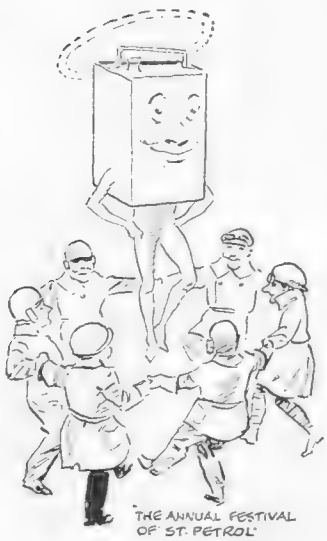
THE day is surely coming when everybody will own a motor car. To judge by the roads on a recent Sunday, that day is not far distant. In America bricklayers and farm labourers drive to their work, and the entire nation will soon be losing the use of its legs. Even here the motor has ceased to be a luxury. It is becoming a necessity, and the annual festival of St. Petrol at Olympia is the biggest thing in the calendar.

Whitehall Awake!

IT is always a pleasure to attack the authorities on any subject, but the traffic problem has found Whitehall well awake for once. The one-way traffic scheme is working excellently, and the new roads are rapidly getting into shape. The question of parking private cars in the West End is not so near solution, and the crawling taxi is still with us. Otherwise, as I say, the powers that be have not done so badly.

A Matter of Taste

I CANNOT for the life of me understand this outcry against a recent skit on the Land of Dollars. America is so much ahead of us in that direction! Very few people accused Mr. Will Rogers of bad taste when he fired off his personalities at the London Pavilion. And there was the bright little lady who has just produced her dramatic version of "Gentlemen Prefer Blondes." Here is what I read: "It is said this play is scheduled for London. If so, it is certain that the three references to the late King Edward, the Queen and the Prince of Wales will be cut out by the Lord Chamberlain."



THE ANNUAL FESTIVAL OF ST. PETROL'

'GET ON THEIR HIND LEGS'

The American in London

THAT is the sort of thing they are doing in New York, but when the same thing happens over here all the Americans from the Savoy to the Ritz get on their hind legs and drop large salt tears into their Stetson hats. Miss Anita Loos may tell us that "London is really nothing," she may further ridicule our New Poor with complete impunity, but a public reference to Prohibition or Norah Bayes is all terribly wrong—or so the American in London would have us believe.

Of Interest to Anglers

I HAVE received from the Pure Rivers Society a little booklet containing an outline of the present unfortunate position as regards river and sea pollution. One is forced to admit that, with the possible exception of those famous southern rivers the Test and the Kennet, the various parties concerned have failed to reduce pollution to any extent. In the valleys watered by the two streams mentioned the landowners, fishing tenants and others interested banded together to negotiate with the polluters, it being well understood that if friendly negotiations fell through funds would be forthcoming from the members to support a test case.

Asserting their Rights

THE main object of the Pure Rivers Society is to bring about co-operation between landowners, farmers and others, it being realised that they can succeed where local authorities fail, because they have and can easily assert their old Common Law right to the accustomed supply of pure

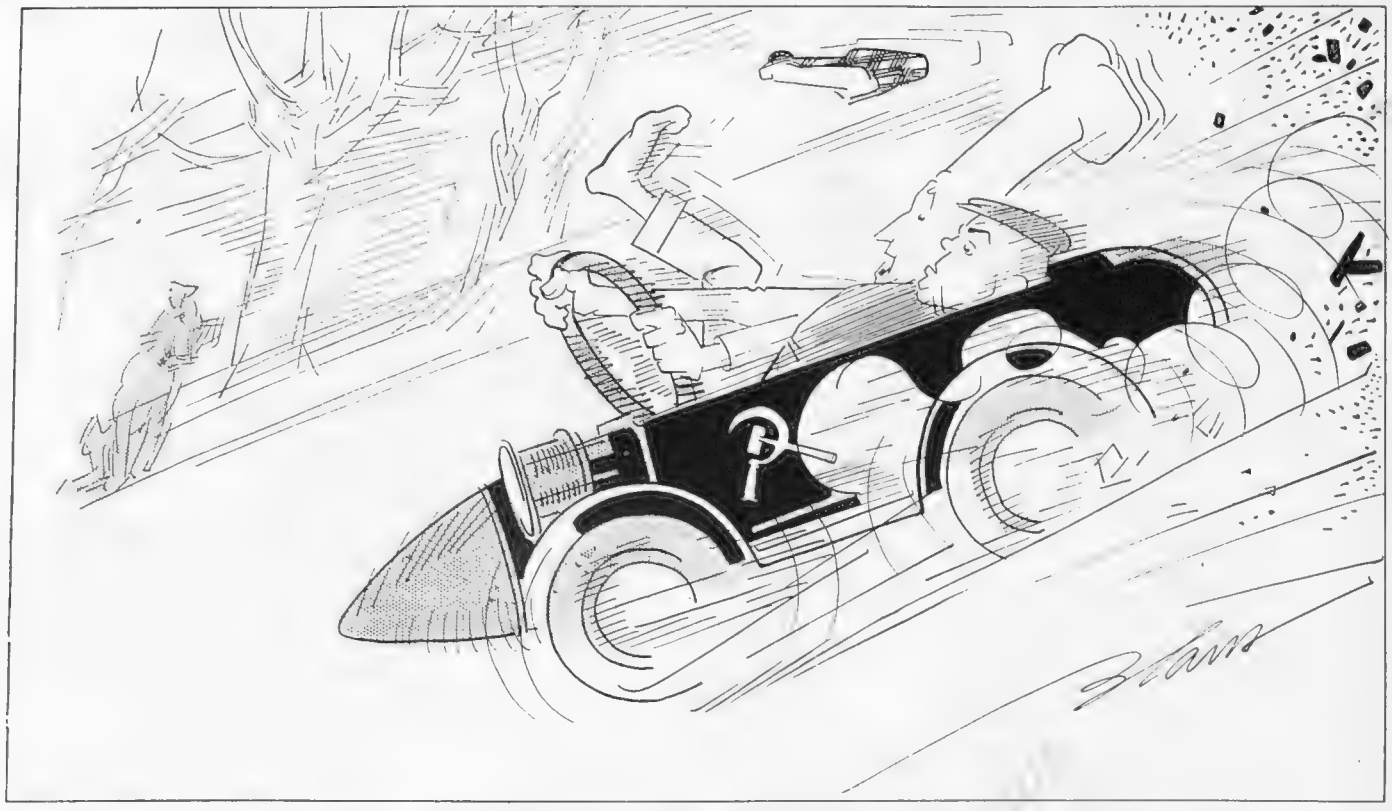
'TO NEGOTIATE WITH THE POLLUTERS'

'ONE OF THE BEST LAUGHS'

A Family Portrait

Lafayette

Lady Parr and two of her daughters, Miss Betty and Miss Christine Parr. Lady Parr is the wife of Sir James Parr, the High Commissioner for New Zealand



By Blam

THE "NON-STOP BRAKELESS (S)KIDDER!"—1926 MODEL

water. Fishery Boards and other authorities, on the other hand, can only utilise some of the most deplorably weak Acts of Parliament that disgrace our Statute Books.

Modern "Paper-Backs"

A new development in book production interests me very much, because the publishers concerned are acting on suggestions that I have often put forward. These books will be issued with paper covers, yet printed on paper and in type of the usual seven-and-sixpenny quality. It will thus be possible to reduce the price while, in my opinion, enhancing the pleasure of handling the volume. After all, one can always provide a linen cover for those novels which call for such attention.

The Mustard Club

One of the best laughs I have enjoyed for a long time came from a perusal of the prospectus of the Mustard Club, of which a copy has been filed at Scotland Yard, the auditors being Messrs. Glossit, Over and Hope. I am quite aware that it is contrary to the etiquette of the advertising profession to permit mention of their activities in the editorial columns, and I quite sympathise with this point of view; but I cannot help hoping that the "million hopelessly deferred shares of no par value" will be taken up and that this jolly advertisement may succeed in its mission.

A Watchful Providence

The big Autumn Double on which racing men pin their hopes from year's end to year's end once again came unstuck, and the victory of Myra Gray at 50-1 will serve to provide the bookmakers with their winter keep. It seems strange how persistently Providence watches over the interests of the laying fraternity. Practically every big debt on these two races became null and void when this unknown horse, the property of an unknown owner and ridden by an unknown jockey, fell first past the post. And what backers are asking is, What have the bookmakers done to deserve so much good fortune?

The Simple Bedouin

A correspondent quotes from "Lawrence in Arabia" these interesting facts, which throw a light on the tragic death of Sir Alan Cobham's companion. British aviators who came down in Arabia not only had to wear Arab headdress, but they had to fly at a considerable height to avoid being shot at by the Bedouins, who have an irresistible desire to shoot at anything that moves fast. They peppered an armoured car on one occasion, and then sent round profuse apologies. They admitted that they knew it was a friendly machine, but said it was going so fast that they simply could not resist the temptation to see if they could hit it.

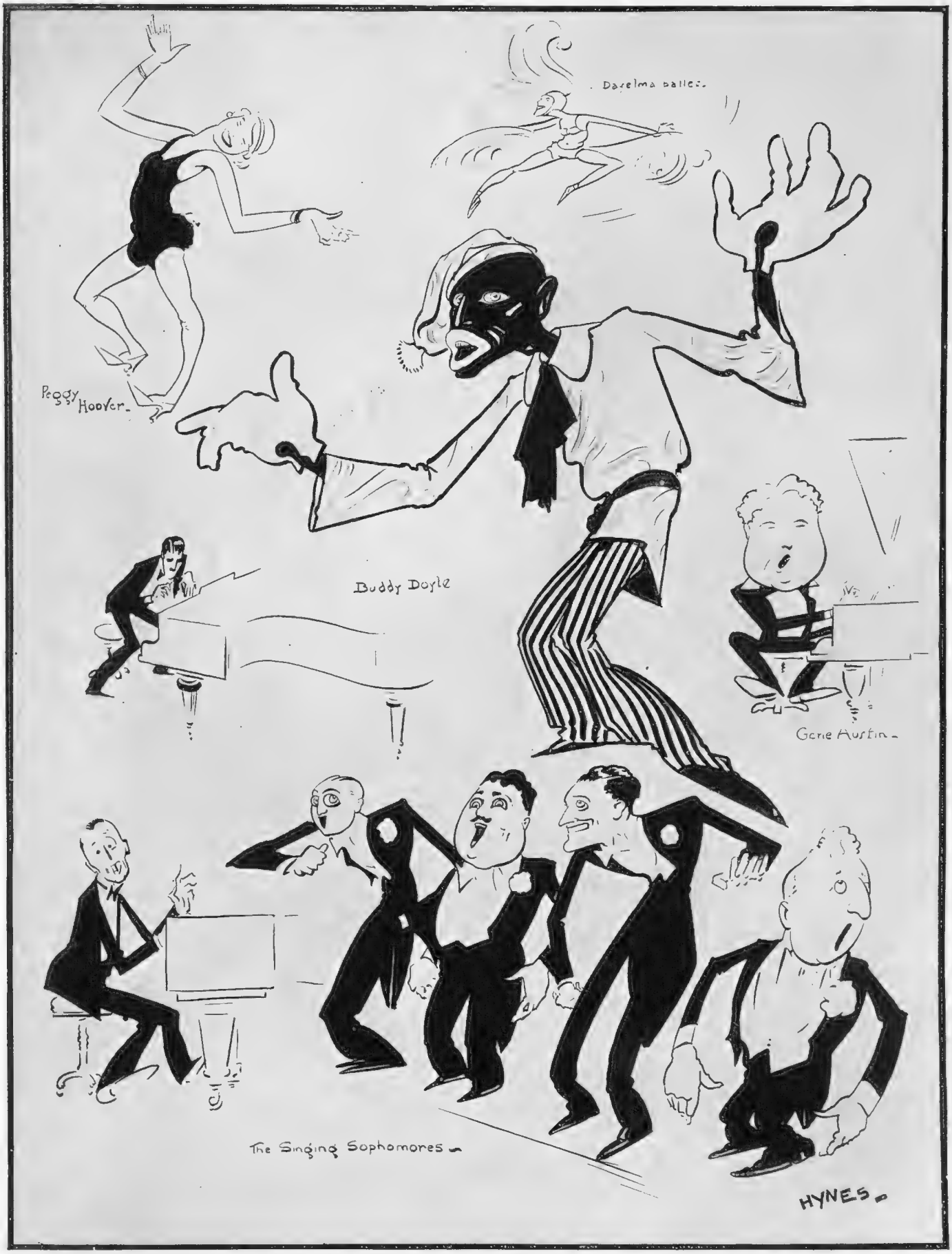
The Ends of the Empire

The holding of the Imperial Conference in London brings the idea of Empire very closely before us, but it has rested with an incident in the athletic world to give a practical example of the ties that connect the mother country with the Colonies. I refer to the fact that when the Maori Rugger XV were looking for a ground where they could practice they found it at Armoury House, Finsbury, where the Honourable Artillery Company play their games, do their drill, and generally indulge in their multifarious activities. Three hundred years ago the Company handled their pikes there; to-day the Maoris borrow the same ground to play Rugger on. I don't know if they treated the Company to their war cry, but I'm sure that their hosts could have returned an equally good volume of sound with their "Regimental Fire," which has to be heard to be believed.

Call Me George

I am surprised that a society has been formed for the prevention of calling those men George who were not so christened by their godfathers and godmothers in their baptism. George is a jolly name usually reserved for jolly men. I would take it as a great compliment to be called George by my intimates—unless, of course, that happened to be my real name, in which event there would be nothing in it.

Revellers All



BY HYNES

Some impressions of those light-hearted people from the U.S.A. who are brightening London at the New Princes. Alternately known as "The Revellers," "The Singing Sophomores" and "The Merry Makers," they are making a great success of their first appearance in Europe

The Lady of the Smock

Nacora

MISS ERIN BURKE

Takes the chair at an important meeting at the photographer's. She is playing in Jack Hulbert's production, "Lido Lady," which is now on tour

LONDON LOVELIES

VI.—NANCY'S NIGHT OUT

By E. P. LEIGH-BENNETT

Illustration by HOWARD K. ELCOCK

NANCY does not live in London. She wishes to goodness she did One day she may. Then she will invoke Heaven to allow her to get out of it again. Before we look at Nancy under the London lights we must go out of Mayfair a moment. Not far: say to the summit of Kingston Hill, from the back windows of whose "palatial modern residences" the glare of London by night suffuses the sky invitingly with an arc of pale lilac.

Here, at Mulberry House, live the affluent Cobault-Blewes. There is no sign of a mulberry tree anywhere about the large grounds to-day, but that does not matter. There probably was in the days when Henry the Eighth's hounds from the Hampton Court kennels in the valley below strayed nuzzling amongst the orchards hereabouts. To-day, Mulberry House is a scrupulously ordered and gardenered demesne. Richards, the head gardener (from Kew), would not "hold" with mulberry trees—and his word is more or less law outside, right down to the brick wall with the broken glass let lavishly into the cement atop, two and a half acres to the north-west of the drawing-room bow windows.

And here is Nancy, from just outside Bradford, up for a long week-end. That Thursday to Tuesday, the dragging approach of which has been ticked off, day by monotonous day, with a red chalk pencil on her Christmas calendar Twice a year only she comes to the C.B.s. An affair of the last three years; since her father, a solicitor, and business friend of Montague Cobault-Blewe, got that deed executed so advantageously; and C.B. in a moment of after-lunch expansion had said, "Send that little girl, Nance, of yours, up to us one of these days: we'll give her a good time."

And so they had. For C.B. had the reputation for twenty-five years in Bradford of being a man of his word in business or pleasure. Wool had been the *fons et origo* of Mulberry House. An apt industry for C.B., since both he and Mrs. C.B. have expressions which bear a distinct resemblance to the sheep whose bodies have been shorn by the thousand for their present thousands per annum. But, of course, he is out of the business now—retired. A keen motorist and horticulturist: member of the Constitutional and Royal Automobile Clubs: philanthropist, in a small way. Mrs. C.B. takes a basket regularly on Alexandra Rose Day near Nuttall's corner in Kingston.

Nance, at seven o'clock on this late autumn night, had hurried from the family snooker pool and the heavy cigar smoke in the oak panelled billiard-room to her small bedroom on the top floor. ("One of the boy's old rooms, dear, you don't mind, do you?"—there was no necessity to squander the linen sheets and satin eiderdowns of the "best" bedrooms on this inconsequent girl.) There literally to wallow in the ritual of bathing and dressing for her night in "town." There was plenty of time. The car was ordered for 8.30. So she thrusts wide the casement window to its limit, and stares at the distant glow of London covetously. There it all lies, deliciously alluring under that inverted bowl of lilac and primrose light. Thereunder, it seems to her, LIFE pulses restlessly and excitingly. The more blatant glare, as of a fire, is, of course, Piccadilly Circus, with all the theatres and restaurants ablaze—the throbbing heart of the world.

The garments have been laid out by a supercilious maid who values every woman by her underclothes. Only two garments, and a pair of flesh-coloured stockings and shoes. She fingers garment number one lovingly. It had taken so long to make from that advertised paper pattern. But you can pull it through a table napkin ring easily without creasing it—gorgeous! They had, mother and she. Mother had said, "What you-modern girls are coming to I am sure I don't know"; but behind her voice had lurked envy. And the *rose du Barry* georgette dance frock—half her quarter's allowance had gone on it. But it was worth while, for a night in town—almost anything was worth that. She strolls down one flight of stairs to a marble bathroom, humming "Castles in the Air" with a gay spirit. C.B. had remarked that this bathroom cost him "a packet," and had mentioned the price. . . .

After all, she thinks, as she pushes a spoon into the soft surface of her cantaloupe, the C.B.s may be dull when they take one out, and the men they collect about them may be even duller, but no Yorkshire girl, or any other girl, can desire a better setting than the Embassy in which to take a thirsty sip at the cup of Life. The deep violet sofas are a perfect background to her frock; there is not a prettier dress in the room—yet, though many more expensive; and there are some lovely women here, as early even as nine o'clock.

Glance an hour later, you blasé Londoner, at this Cobault-Blewe dinner-party on those sofa seats by the door. Humour and drama dominate the scene. Mother and father intent upon the superb food and on little else. Miss Imogen Cobault-Blewe engaged to that Stock Exchange youth, who wears a Guards tie in the daytime, having been an Ensign for the last four months of the War. It was the Brigade tie that made the haughty Imogen capitulate last summer at Henley. A vapid youth, collected by the Tie (" to make a fourth ol' man : some sweetie or other my In-Laws have produced from the back of beyond : be a pal and come : 'lations of old brandy, of course "), who is in a Produce Broker's office and devotes most of his conversation to old C.B. for business reasons

As the room fills up Nancy begins to realise that she is in this delightful London assembly, and yet horribly out of it. She is sitting on the edge of things—alone. At least a dozen men she would like to dance with, and could amuse if they only knew it and never will, have drifted by and looked her over interestedly. But other women hold them. Women, lovely enough in their way, she supposes, but with cold, hard expressions and mouths like slits in their faces. It is almost a physical pain not to dance when Ambrose's band is playing, the most marvellous dance band she has ever heard. So she suggests to the vapid youth that they should. He says, " Yes, *rather,* of course." But his Mincing Lane mind continues to browse over some remark C.B. has made which he thinks is in the nature of a tip; and he is utterly unappreciative of the quality of Nancy's dancing, which is very excellent. They moon round the room, their thoughts a hemisphere apart.

These *soigné* London men are fascinating in the extreme—and she will never know any of them, probably. It is a statuesque little face, hers, quite lovely in its way, with unstoked fires flickering behind the nut-brown eyes. Who will probe those embers? Will anyone? They little know how attractive she could be—is. Only she knows that and is never allowed to show anyone. Her mother, the last person in the world to whom Nancy would dream of unburdening her lonely mind, would be shocked and horrified were Nancy to express some of the longings that surge within her now.

These languid, phlegmatic women of the Embassy, no more carefully ordered as to their raiment than she, obviously not throbbing with the zest of life, as she is, how do they secure and keep their men? What is it about them that makes her feel a hoyden, " up from the country," a mere gawk beside their polished indolence and lazy hauteur?

C.B., who for the last hour has sat ponderously silent behind a huge cigar, now says, " Well, you good people, I think it's about time we toddled off home." This is a command. And just when all the interesting people are drifting away to the exciting late dance clubs, the big " Minerva " is carrying Nancy across Putney Bridge, with her back to it all.

There is a flagon of barley water in the Mulberry House hall. They all drink it solemnly. " Fine sedative, barley water, last thing at night; have a drop more, my dear; make you sleep " . . . Nancy flings wide her bedroom window and leans out hungrily once again. The lilac glare still lights the sky, a tantalising reflection of the lovely life pulsing below. But not for her. Why?

But there is no answer vouchsafed from anywhere. The only sound is from the home-coming motors as they change gear on Kingston Hill—a sort of growling sneer. . . .

E. P. L.-B.

Photographs *Hay Wrightson*

THE DUCHESS OF YORK'S LADIES-IN-WAITING

The Countess of Cavan (left) and Lady Doris Vyner, who are to be the Ladies-in-Waiting to the Duchess of York during the Duke and Duchess's tour to Australia and New Zealand early next year. They are both personal friends of Her Royal Highness and of the younger members of the Royal Family. The Earl of Cavan is to be Chief of Staff to the Duke of York

A Study in Silhouette

Lewes

The Countess Ina Bubna and Miss Isabel Jeans photographed in a scene from the all-British film, "The Magdalen," which is to be released shortly. The Countess is adopting the stage as a profession

OTHER PEOPLE'S PLEASURES

EGOISM OF OWNERSHIP

By DELL LEIGH

It is an axiom of faith, from which owners of motor cars will not be shaken, try as the other man may, that *your* car is *the* car, and that is all there *is* to it. Do you not hear one man saying authoritatively to another, as both stroll leisurely into the Tube lift, "I averaged thirty-seven up from Portsmouth yesterday the whole way." He is a liar, of course, because he owns a £270 ABIDEWITHME; and the other fellow knows damn well *that* bit of cheap ironmongery is on the point of vomiting its cylinder heads off at thirty-five. The bored listener, by the way, has just paid his last instalment on a SPARTAN—the only car of its kind worth a moment's consideration.

They sit down opposite you at the club and tell you, lengthily and unasked, just what, why and when their METEORS and MILEMAKERS can do—never what they can't. You can search the West End clubs for days on end before you will find an owner-driver-mechanic-magician who will admit that he has ever had to have anything "down." On the contrary, his car ("and, mark you, I've been driving cars for twenty years, ol' boy") is "never touched." He gives it petrol and oil and water—you are almost led to believe that these are benign luxuries rather than necessities — and "never has to look at it." Added to this marvel is the fact that "she" is never off the road. He drives her all day and every day and half the night, seemingly.

Of course no man can hope to attain such perfection in motor mechanism ("for £490 — but then, of course, I know how to buy, y'see") unless he has had a vast and comprehensive knowledge of the motor industry *en gros et en détail.* But they all *have!*

When I meet a man who has owned a car (and is not owned by his chauffeur body and soul) for six months and says to me, "Dell, old chap, I've come to the conclusion I know damn all about cars," I shall go, in a taxi, to my Bank Manager note the capitals: he reads this paper!—and arrange an extension of my overdraft in order to buy this phenomenal man a brand new AJAX. I shall, honestly. Why an AJAX? Well, because they are the *only* cars for the money—however, let's keep to the point.

It shows a great deal of tolerance and decent feeling on the part of the man who "does" Brighton-Piccadilly regularly in 1 hour 40 minutes on his SPITFLAME-SUPER-SPORTS-MODEL to listen, without interjectory adjectives, to the poor boob who thinks he has got on to a good thing in having snapped up a "nearly new" ABOMINA for £195 and two spare wheels. And yet he listens gravely and quietly—wonderful, I call it—until the congenital idiot has talked his glass empty, before he even introduces the subject of his own incorruptible half-seater.

And then, into the forefront of affairs, looms the Motor Show. They all go to the Show, of course. And I, "having none partner," as they say in the card-room, go and watch them. They are all, at the end of the pilgrimage round Olympia, like the young man in the Bible who had great possessions. They come away sorrowful, with their thoughts despondently in their garage.

There is, apparently, something to be said, after all, for these new seven-speed TORQUES—although they *are* made in Czecho-Slovakia and not England. That INFANTA-TELESA, with the new short-long-short wheelbase, is undoubtedly a "nice job." The straight-twelve IMNOTA-BEGINA has unquestionably got the foreign market "whacked." The CANDIDA chassis, though expensive at £3,950, is indubitably the premier car in the world of its kind: you can't get away from it. The ten-wheel-equivalent-braking-system on the new CURSEYOU-GETOVA is an interesting proposition—very: will probably revolutionise every Robert on the road; yes . . . m'm . . .

So what does one do? *Something* has got to be done—and soon. Shall we offer ours for sale? When it will appear, when we can find it, in the crowded columns of the "Auto-Baedeker" under "WHIZBANG: open tourer: 7-seater: perfect condition: owner going Rhodesia: 1,200 miles only (a foul lie): parachute tyres: every conceivable and inconceivable gadget: absolute guarantee: insurance end of year: £360, or near offer. . . ." And then go *seriously* into the question of a—whatever-it-is? . . . There is no answer to the eternal triangular question. Yes, one. *Don't have a car at all.* Say, on the day before the golfing morning, as I do, "What about transport? I suppose you are all right in that respect?" You may be sure he will say, "Of course, my dear boy"; and proceed to tell you *why* he is all right. His opening sentence will begin something like this: "I averaged thirty-seven. . . ."

And so we come back to the beginning of things, and the middle, and the end—if there is one: which I doubt.

BY RICK ELMES

DISHED!

DINER: "Waiter, it seems to me that the portions have grown smaller than when I was here last year"

WAITER: "It's only by comparison, sir; we have enlarged the restaurant"

To Our Readers Abroad

The Editor will always be pleased to receive from readers abroad photographs showing copies of THE BYSTANDER in out-of-the-way places. From time to time selections of such photographs will be published, and each will be paid for at the usual photographic rates.

A GAY OLD BUFFER

By Norman Pett

WIFE: "I think this show is perfectly shocking"
FRIEND: "Anyhow, your husband seems to like it"
WIFE: "Yes, he's a pretty good shock absorber"

THE EPICURE

By A. D. Phoenix

"Ah! but you loved me more when we were only engaged"
"Well, to tell you the truth, I never cared much for married women"

The Day's Round North of the Tweed

THE EARL OF LUCAN AND LADY MARGARET SPENCER

MR. LESLIE BALFOUR MELVILLE AND MRS. MARSHALL ROBERTS

THE EARL OF DONOUGHMORE

Photographs

LADY BARBARA BINGHAM, LADY MARGARET BINGHAM AND LORD BINGHAM

Some of those who have been spending golfing days on the links at North Berwick.

J. C. H. Balmain

LADY CONSTANCE HATCH AND THE HON. MRS. ROBERT LYTTELTON

The trek South, however, for the Winter season is now in full swing

At a Highland Ball

A GROUP INCLUDING MISS DOROTHEA CARNEGIE, LADY RACHEL HOWARD, THE HON. LETTICE HARBORD, MISS G. DRUMMOND-MORAY, MISS A. DRUMMOND-MORAY, MR. D. STEWART, MR. D. MANWELL AND MR. ALEXANDER

Photographs *Ian Smith*

THE HON. IRENE DEWAR, MISS NELSON, MISS OGILVIE, MR. R. H. COBBOLD, THE HON. JOHN DEWAR AND MR. J. KINLOCH

THE DUKE OF ATHOLL, LADY MAR AND KELLIE AND MRS STIRLING OF KEIR

One of the first big gatherings of the Autumn season was the Highland Ball at the Gleneagles Hotel, some of the dancers being pictured above. The younger generation was very strongly represented

BETWEEN TWO WORLDS

By Blanchette *Illustrations by HELEN McKIE*

Bond Street is delightful for shopping

SOMEWHERE-BY-THE-SEA, *Oct.* 18.

DEAR COUSIN—

HAVE just dashed off here for a few days in the midst of the hustle and bustle of starting the new Little Season, and oh! it really is *rather* delightful all by the side of the silvery sea and betwixt two worlds, so to speak. I mean to say, full crash of things only just getting under weigh in Town, and holiday season in rural and marine retreats and resorts only just past and over. But over and gone it is, getting on for close on a whole week ago, now, *on dit*. And so there breathes around this little village by the sea, methinks, an atmosphere of rather especially extra restfulness and peace.

RATHER nice, you know, to feel more or less sole owner—in the right (but limited) company—of all these *messuages* and things, as the lawyers say. This perfect little bit of bay with white cliffs looking out to France, exquisitely adorned with trees and greenery well nigh to the water's edge, where Hamlet, the brown spaniel, has the most thrilling contests ever with the foaming billows as they dash and break on the crunching shingle.

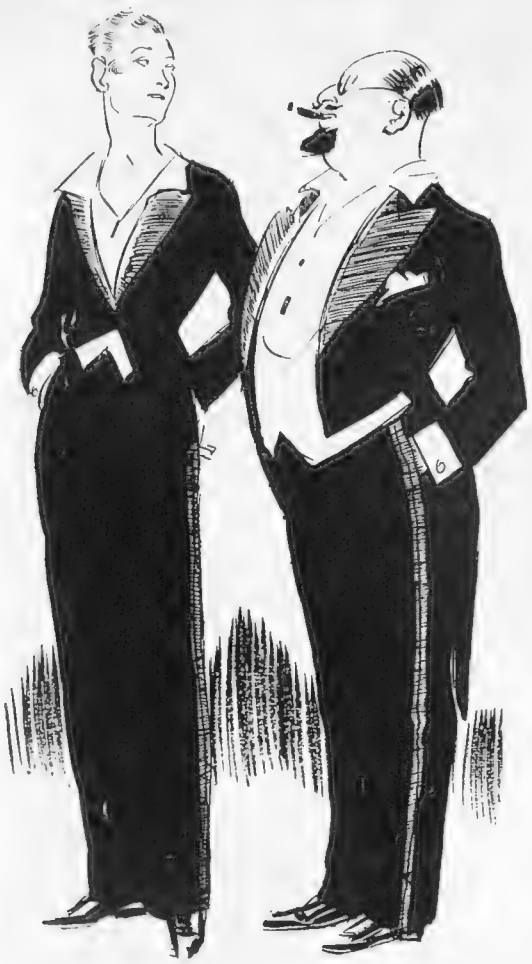
THESE rolling downs, too, where every curve is a modelling of super-artistry and there's an ever-changing canopy above of grey clouds and blue sky and the most marvellous red and golden sunsets flaring out from massed backgrounds of mysterious darkness. . . . And where, also, between you and me, there's a perfectly good golf course that belongs, these midway October days, entirely to *us*. No waiting your turn to start, no hold-ups at every hole because Sir James Dodderer, K.B.E., of Harley Street, is being taught by his little grandson the first elements of the game, or the rich family Levinstein is indulging in a five-ball fivesome and opulently ignores any so-called etiquette about allowing people to pass. *C'est à nous*, all the lot of it, and very nice, too.

NOT for too terribly long, though, of course, for things really *are* moving, and it's Motor Show Week this very one as ever is, and I know I shall simply *have* to run up to Town on Thursday for the opening day. The greatest ever, I'm told, it's going to be, and certainly first time in all history there's ever been attached thereunto such a frivolous and gloriously grandiose function as actually a Motor Show Ball, and at no less great and magnificent a resort than the Albert Hall to boot. Where, am told, next week bands of Grenadiers and Irish Guards and R.A.F. will violently and vigorously play for delectation of all and sundry, and there'll be fancy dress competitions with Clarice Mayne to give the prizes, and the hoots of homeward-departing cars will not be heard till somewhere around 4 a.m. As they say in the classics, a merry night. What Ho!

TALKING of dances, hear of yet another very next night, October 29, to wit, that's to be run by that celebrated literary club, the P.E.N. at that not unnoted *venue* of select and smart gatherings, the Hyde Park, to wit. None less than G.K.C. to be presenter of prizes, at which august affair, with (as judges) Mr. H. G. Wells and Mr. J. K. Jerome, Sheila Kaye-Smith and Margaret Kennedy, who wrote not only the book of last year but the play of this, yclept (as ye ancient chroniclers put it) *The Constant Nymph*. Also Miss Daisy Kennedy, who's a violinist, and Mr. Drinkwater, and all sorts of other famous persons of the very highest brain h.p.

LONDON'S fearfully full because of the Motor Show, they tell me (I simply *must* go back to-morrow), and also, of course, 'cos things really are beginning to move in this autumn season of ours that's now almost as important and ever so much more delightful than the summer one, when everyone's more or less washed out with the strain of going to about four parties per night in these summer nights—which, when we've said our very worst about the English climate, are still quite a lot milder than those of October, not to mention November or December. These are the days, meseems, when Bond Street is really and honestly and truly delightful for shopping, and it doesn't even need the urge of the

A return to those lovely Victorian modes



In Paris open throats and Adam's apples

new frock and hat to drive us up that little narrow thoroughfare where so many exquisite joys can be bought at such exquisite prices to match. Not that *modes* are a bit exceptionally intriguing at the moment . . . they always are. Those vagabond hats are getting higher and higher. And all-glass frocks are another somewhat alluring new effort. Do you know that at François Dinet's last week I met an evening one all made of powdered glass that made me positively shiver with emotion? And now they're starting a league in the U.S. for compulsory dress allowances: p'raps some day we'll have a look-in at even these joyous latest luxuries, what?

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For men, too, *on dit*, there is a whisper of a coming revolution, or at least that's what they call it. *E.g.*, *i.e.*, and viz., or words to that effect, one M. Maurice Verne, son of Jules Verne, who once wrote all sort of stories about flying ships and suchlike incredible things that are now more or less backnumbers, has actually started a sort of kind of league in Paris for no man ever to wear a collar again. *A bas les cols*, says he, *en effet*

> Breathes there a man with soul so dead
> That never to himself hath said:
> "This is my own, my native neck"

Says he, or words of similar import. Which, when you come to think of it, is really rather clever of him, and never too late to mend either, even if it's some centuries or so after *us*.

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Can't see any great objection meself to men showing their throats and Adam's apple, if any—which is, after all, all they've *got* to show, poor dears. And no *mauvaise honte* there'll be connected therewith, I trust, or, anyway, shouldn't be, when we come to consider and reflect on what short skirts have done for women. I mean, look (or don't look) at the positively amazing things in the way of ankles that aren't there, and so-called calves developed on the wrong side of the leg (or, anyway, much lower than they should be), that the short and ever-shorter skirt mode has revealed openly and completely to the public gaze. And do they ever blush, shrink, or shudder, the possessors of these somewhat astonishing curios, at their exposure to the optics of all and sundry? Not on your life, dear Cousin, and so why on earth or elsewhere should there be any manly or unmanly hesitation about thus baring a masculine bosom to the blast? I ask you.

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Not that the Victorians have perished—and, in fact, I'm expecting at any moment a return to those lovely Victorian modes when we wore nice long what's-their-names right down our legs, ending in a great floppy frill—but that's by the way . . . where was I? Oh, yes, dear Cousin and brethren and sistren, the Bishops are still with us, and others who are just a little bit worried about our modern youth, but oh! so kindly and ready to meet us and correct our rather shocking faults and forwardness and boldness. The youth of this post-war generation (says the Primate of York in a tone of mild but I'm sure beneficent ecclesiastical surprise) are in no mood to listen to the voice of authority. They are thinking for themselves. . . . But, adds our friend the Archbishop with infinite tolerance, the first shock of this 'orrible news having more or less died down, "we must meet this movement with sympathy, not unmixed with kindly humour."

Always feel so terribly sorry, don't you? for these poor, dear old men who wag their dear old heads sadly over how our young men spend so much of their time on sport, and never seem to think about that horrible affliction known to mankind as "work." It must be fearfully wearing to feel yourself being almost, as you might say, left behind in the race for life by these young people who defy all your nice old stick-in-the-mud conventions and actually "think for themselves." Have to do a bit of that sort of thinking, by the way, in London, now, by the way, now that all the roads are up and you never know whether it'll take you two minutes or twenty to get from Piccadilly Circus to the Ritz.

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But never mind. We're going to plant some lovely new bulbs in our window boxes, and everything in the garden'll be lovely, while at night the cabarets are in full swing (have you seen Irene Franklin, the comedienne from the U.S.A. who is causing such shrieks of mirth at the Riviera Club?). And even if some of the Russians *are* around cadging money for their horrid Soviet business so's to ruin our trade, we'll let 'em know what's what, and Britons never will be slaves, and all that sort of thing, *n'est-ce pas?* What, what?

With love,

Yours ever,

Blanchette.

Some of the Russians are around cadging for money

RACING NOTIONS

By "CARBINE"

The Tax

At the beginning of next month the Betting Tax comes into force, and backers will be interested to learn that most of the representative starting-price offices have decided that we shall be charged 3½ per cent. on all winnings, and the stakes required to produce those winnings, "win and place" bets, being treated as separate transactions. The tax on bets we lose will be paid by the bookmakers. It appears that if we do not approve of this scheme we are to be given the option of paying the 3½ per cent. on all our stakes, whether we lose or win. At the time of writing it is not clear whether the racecourse bookmakers will follow the plan adopted by the starting-price offices. It appears that some of the racecourse layers are inclined to pay the tax themselves and make up for it by a shortening of the odds.

Central News

PASSING THE POST

Myra Gray, the 50 to 1 winner of the Cesarewitch, photographed at the moment of victory. Always a race of surprises, the Cesarewitch this year lived up to its reputation, since Myra Gray was the second lightest weight on the card

Alfieri

AT NEWMARKET

Lord and Lady Dalmeny photographed at the Newmarket meeting. The Cesarewitch was as popular as ever—with the bookies

Backers Will Pay

If this practice is pursued, I am wondering what the position of S.P. backers will be. It will be a rank injustice to us to be called on to pay 3½ per cent. if the odds are shortened on the course. That would mean a double tax for stay-at-home backers. I suppose this exceedingly complicated situation will gradually adjust itself, but it is at least clear that the bookies do not intend to take any appreciable share of the levy on their own shoulders.

Good for the Bookies

What a Cesarewitch! Two selling platers first and second—assuredly a sorry finish for the greatest long-distance handicap of the year. The bookies had been complaining of a thin time, but this race alone should have put them right. Think of the thousands of doubles which have "gone west," so far as backers are concerned, by this most-unlooked-for turn-up. The vast popularity of this race was demonstrated by the huge crowd which mustered on the Heath. Most of the regular racegoers had looked forward to getting an unusually good view of the Cesarewitch from the new roof of the public stand. But there was no possibility of securing a pitch there unless you had taken your stance a long time before the race. Hundreds of people made that long climb upstairs, only to have to return disappointed and get the best glimpse they could of the race from the ground floor.

Myra Gray's Win

We saw the Cesarewitch horses a long time before we could clearly pick out the colours. In the far distance one spotted a jockey with a red cap on an animal which was lengths and lengths ahead of all the others. Gradually we realised that this competitor was the despised Myra Gray. "Surely she will not keep there for long," people said to each other as they searched anxiously in the field for Perfect Son, Glommen, and Foxlaw!

The Cambridgeshire

Failure to spot the winner of the Cesarewitch will not cause backers to despair of doing better in the Cambridgeshire. The most interesting public trial we have had for that race was the Select Stakes last week. My view is that Oojah won with plenty to spare, and though he meets Prompt and Embargo on much less favourable terms, I shall expect him to beat them again. Personally, I am hopeful of seeing Delius win next week's big handicap. In my modest way I supported him at long odds during Doncaster week, and the latest accounts I have of him are most encouraging. The one I fear most at present is the Epsom colt L'Aine.

HUNTING NOTES

By ARTHUR W. COATEN

York and Ainsty

From Capt. Harry Whitworth, who has hunted the York and Ainsty country with considerable success since the end of the War, I have a bright account of the prospects with that pack. Scenting conditions have been no better here during cub-hunting than they have been in other countries, but the Master says that a good show of foxes has been found in practically every place visited by hounds so far. Unfortunately a good deal of trouble has been experienced in the York and Ainsty kennel, in recent seasons from distemper, and many hounds have been lost. In our time veterinary science appears to have made very little progress in combating this scourge, though it is hoped that the organised research which is now being made into the subject will have valuable results. Capt. Whitworth has made no changes in his hunt staff since last season. In H. Cumpstone the York and Ainsty have an able huntsman of ripe experience, and this pack is certainly one of the best in the north of England.

'Ware Wire

It cannot be denied that wire is increasing in a number of hunting countries, and has come to stay. Much trouble is taken in many places to get the obstruction taken down during the season. This involves considerable expense, but as it removes a genuine source of danger to life and limb the outlay is well worth while. The greatest difficulty is in dealing with the

property of small grazing owners who keep their cattle out all the year round. Here danger marks have to be put up, and in some cases jumping rails are erected. Inevitably this destroys to some extent the old ideals of riding to hounds, but it at least opens out various birdcage-like districts which would otherwise be impracticable for hunting. The V.W.H. (Cricklade) is one of the countries where wire difficulties are being successfully surmounted, the farmers and owners being most willing to help. In fact, all the farmers are extremely loyal to the Hunt in this famous vale country, which is additionally fortunate in that shooting interests do not conflict in any way with hunting. Lieut.-Col. W. F. Fuller is looking forward to a good season —his seventeenth in the Mastership. Probably because hunting was stopped so much

Lafayette

MAJOR J. W. AYLMER

Who is M.F.H. of the Kildare. The hunt dates from 1793

last season there are more than an average number of foxes in the country. Prospects are equally favourable on Earl Bathurst's side of the Vale of White Horse.

Veteran Masters

Which of the M.F.H.s on the active list this season can claim the longest term in the continuous Mastership of hounds? Until little more than a year ago the record was held by Mr. T. R. Bolitho, who had been Master of the Western Hounds in Cornwall for sixty-one years when he passed away. There is a small pack in Northumberland of very old standing called the Border Hounds. One of their joint Masters, Mr. Jacob Robson, is now within measurable distance of completing his jubilee, as he has been M.F.H. without a break since 1879. It was a year later that the Earl of Yarborough took over the control of the family pack in Lincolnshire, his mother having hunted the hounds for five years during his minority. It is an extraordinary fact that the Brocklesby have been in the hands of the Pelham family uninterruptedly since the early years of the eighteenth century, and Lord Worsley, who is now assisting his father in the Mastership, will carry on the fine traditions. Unhappily the illness of the Countess of Yarborough is casting a gloom over this part of Lincolnshire. Her condition at the moment of writing is causing acute anxiety.

Poole, Waterford

AT AN IRISH MEET

Lord Holmpatrick, who this season has joined Capt. R. H. Fowler in the Mastership of that famous Irish pack the Meath

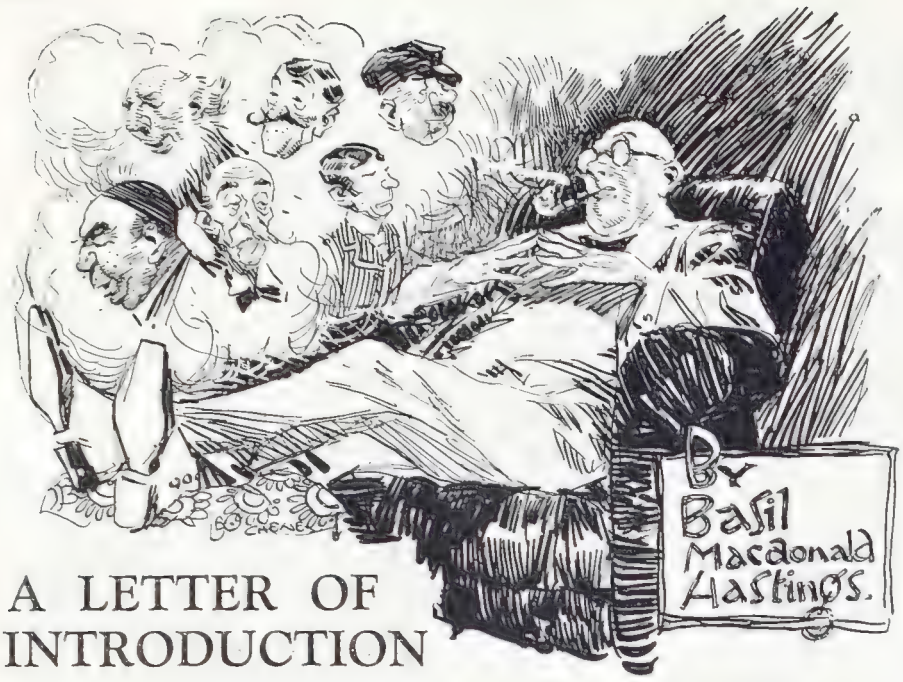
Bassano

MR. R. H. H. EDEN

Who is Master of the Wylye Valley Hounds, Wiltshire

AN M.F.H. IN WALES

Mr. R. H. Williams, the Master of the Glamorgan pack. He has been M.F.H. of these hounds since 1914



A LETTER OF INTRODUCTION

"I HAVE a letter of introduction to you," writes the unknown one, quoting the name of a relative. "Would you please let me know when it would be convenient for me to present it?"

I pick up my pen to enquire if a certain day and hour will be convenient to the writer, and as I do so I speculate upon the personality with which I am soon to be acquainted. With you, I expect, all speculation would be postponed till the moment of meeting, the reason being that most people have many acquaintances, and the addition of another means just that and nothing more. For me, on the contrary, the event is stirring to the mind and even to the blood.

Let me think of those I know outside my home.

I know an inspector of tramways, one of those men of healthy aspect who scrutinise one's ticket, having been born, unluckily for them, with suspicious natures, and always expecting to find that what one holds in one's hand is a mere visiting-card, or, perchance, a cigarette picture.

I know a seller of newspapers. He knows my name, though, oddly enough, he abbreviates it to the initial letter of my patronymic. Sometimes I think that this man is like myself and knows very few people. I guess that he knows exactly twenty-six, one for each letter of the alphabet. I am his Mr. H., and if someone called Hopkins or Harrison became a regular customer at the shop he could not get on to the list of the newsvendor's friends until I died.

I do not know any policemen, but I know a park-keeper, and he is a sort of policeman. I have stolen a flower under his very nose and the delightful fellow only laughed, and using my name, threatened me with the jug. How exhilarating it is to be threatened with punishment in fun! This park-keeper of mine is also a head-gardener, and he has the placid, common-sense mind of all flower-growers. Only once have I provoked any irritability in his exterior. He is a stalwart Conservative, and I had pointed out that his Spring bedding-out was in the Liberal colours.

I know a retired smacksman and ex-lifeboatman who is slightly mad. The ancient chap goes forth in the morning with a red flag. He proceeds to the beach, for his home is by the sea, and after much mumbling plants his flag at some spot in the shingle. Then he sits and watches his flag all day. His theory is that parts of the foreshore are dangerous for children, and he therefore spends his old age in marking these danger-spots. Once a year he should be given a child to rescue.

I do not know a bank manager. Here is my loss, no doubt, and I am ready to acknowledge that it may also be a fault. But I lose all my nerve in banks. It is not a question of fright, but just illness. I become a very sick man as soon as I cross the threshold, and have to clutch the counter for support. But I am talking of long ago. I should have been a decade at least in my coffin if I had not given up bank-loafing when a comparatively young man.

I know a doctor and a priest very well, and sometimes I wish they knew me better. But, come to think of it, the doctor and the priest have to know everybody, and they cannot be expected to give more than a dash of their capacity for "knowing" to each person. I know two club hall-porters, one of whom calls me by my right name and bites my head off on the telephone. The other gives me other people's letters and never answers the telephone. I know two sellers of second-hand books, a veterinary surgeon who had to go on the stage, a man who sells tobacco with short weight and a kind word, a family lawyer who giggles at my financial difficulties, a *masseur* at the Turkish bath, and that's all.

Of course I have relations. These include brothers, sisters, uncles, aunts, nephews, nieces, cousins and in-laws. But they are not people one "knows." You would think me absurd if I were to write: "Amongst the people I know are my eldest brother."

My acquaintances, then, are good, easy people. They make allowances for me, and I make allowances for them. We do not impinge upon one another, and we very rarely talk. Perhaps we know that talk always leads to hate, for a man cannot talk long without beginning to criticise. Our days are golden days whether we meet or do not meet. We shall all die in turn, and not one of us will feel called upon to attend any of the funerals. That's the sort of friends we are, fair weather friends, and I know no better sort. In foul weather, say I to friends, please keep your distance.

Now comes this new acquaintance, and from abroad, from a far-distant colony. I shall not fail him. He shall have any satisfaction he can abstract from my society. I fish from the end of the pier on Tuesdays and Fridays, but the rest of my time is my own.

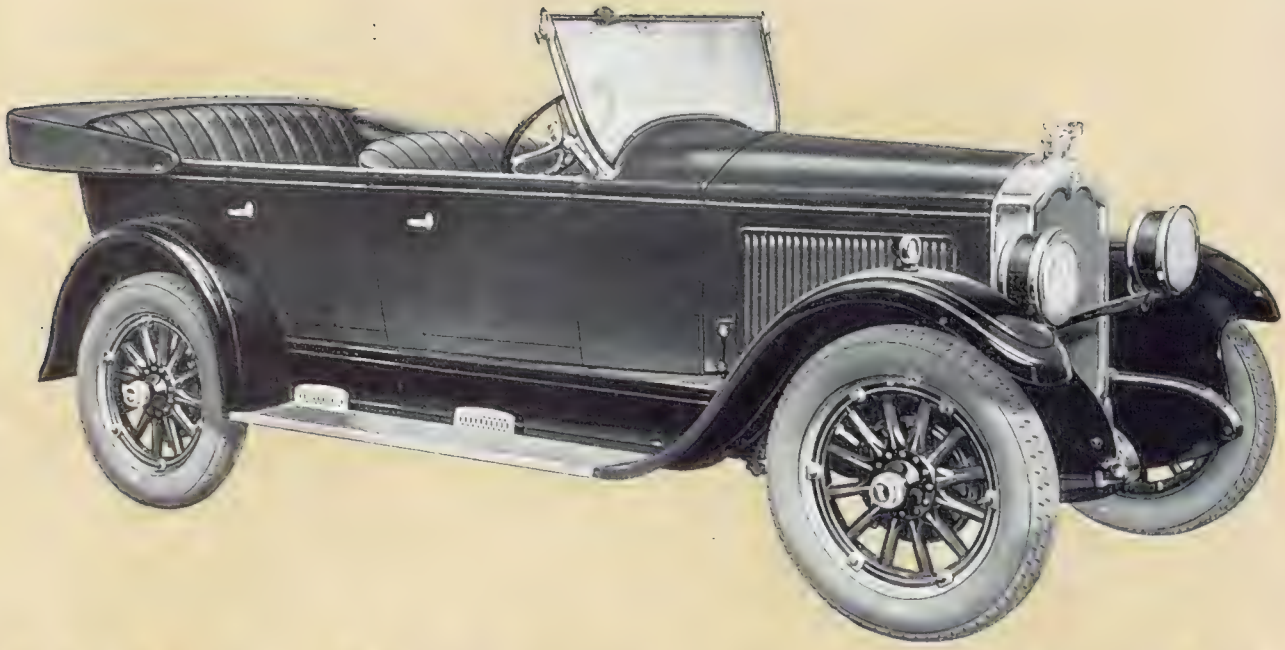
A dreadful thought assails me concerning the newcomer's age. Will he prove to be young? Worse still, will he prove to be hearty? He is sure to be robust. I must put up with that in one from the Colonies, and, after all, I can always take a seat in the picture galleries while he prowls restlessly round. Will he want cocktails, and shall I have to affect a certain doggishness to make him feel at ease? Heaven forbid that he will wish me to take him to theatres and, perhaps, to those midnight places where they execute the new jigs. Hospitable I shall be, even to eating with him in rococo restaurants to the painful accompaniment of non-music, but the excellent young Colonial must not try me too hard.

There I go! Calling him young and assuming the worst before I know the truth. Why, he may be a man of my own age and hesitancy of thought. He may like to sit by me when I am fishing and help with the bait.

. . . . . .

Two days have passed. The newcomer has just visited me, bringing the letter of introduction. The newcomer is a beautiful Colonial lady, mother of the five bouncing boys she brought with her!

1927
Buick
The Greatest Buick Ever Built



"The Greatest Buick ever Built"

LEADER twenty years ago when it became the pioneer builder of valve-in-head engines for motor cars, leader and pioneer through the years between in many motoring advances, Buick to-day announces the 1927 models.

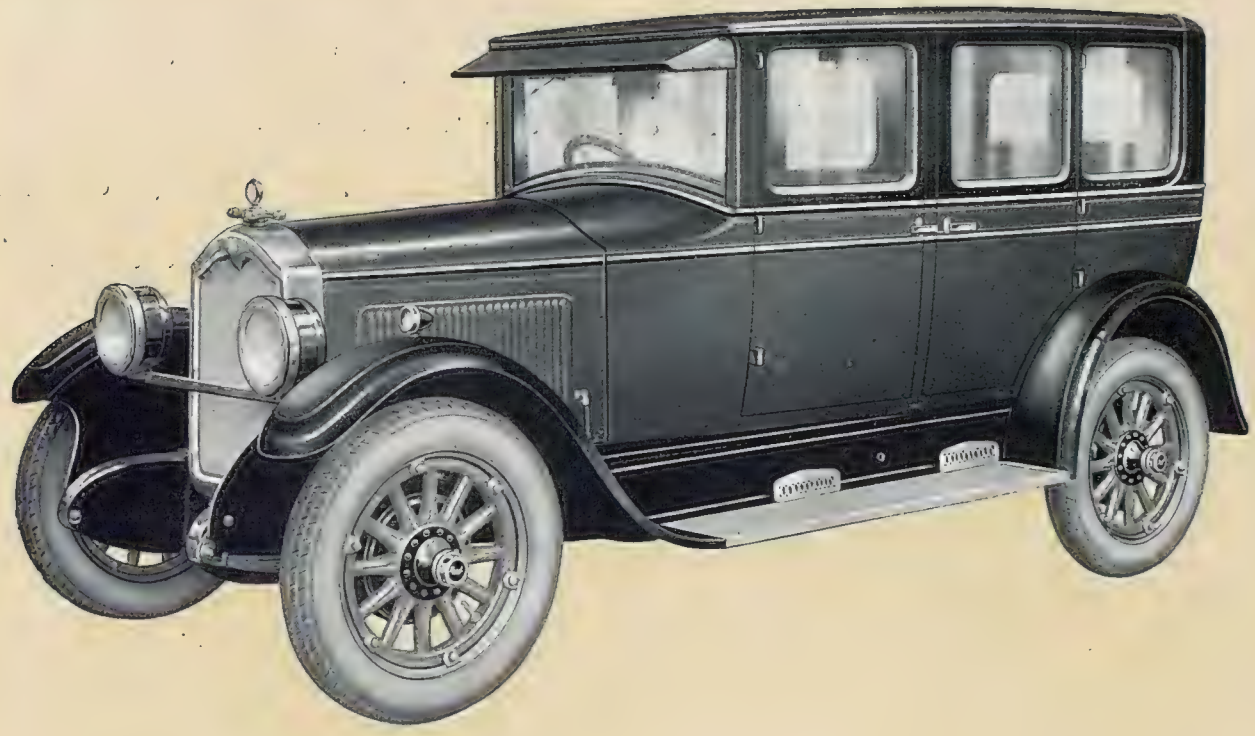
And Buick, looking back over a long and unbroken line of successes, declares emphatically that this 1927 model is "*the greatest Buick ever built.*"

Not by the adoption of a few clever devices has this wonderful new car reached the perfection which merits this strong claim, but rather is this perfection the culmination of years of constant development of principles that time has proved to be fundamentally correct.

The watchword of Buick engineers in this latest of their developments has been "Silence." Vibrationless beyond belief—that, in a nutshell, is the outstanding fact about the greatest Buick ever built. It is a fact simply expressed in three words—but its full meaning can be appreciated only after you have experienced for yourself the wonderful lack of vibration at all speeds, and have marvelled at the absence of every kind of noise. Here, at last, is motoring in which you forget the vehicle and experience only the delight of smooth, effortless travel.

Already incomparably smooth, the Buick engine has been made even smoother by the addition of counter-weights and a torsion balancer to the crankshaft. Buick three-point rigid suspension is retained, but now rubber mountings completely insulate the engine from the chassis frame. Metal cannot touch metal. Any slight engine noises cannot reach the interior of the car, slight frame distortions on uneven roads cannot affect the engine.

A new type silencer plays its part in the general striving for real quietness and effectively eliminates the usual exhaust noises. Easy starting with immediate engine efficiency has long been one of Buick's most prized features. The new Thermo-



static Water Control enables the engine to be working at full efficiency in the coldest of winter weather even more rapidly.

Many other points in this new Buick will be of absorbing interest to the motorist, and to those who would trace out how this new vibrationless efficiency has been achieved. To those who are interested in advanced motor engineering, the crank-case ventilator (which removes all steam and vapour and prevents crank-case oil dilution) will make an instant appeal.

The oil in the new Buick engine need now only be changed four times a year. Buick wheels are now scientifically balanced to improve riding qualities.

In such points as these—in such patient perfecting of detail—can be seen the methods which have been utilised in building this wonderful new car. In their combined effect, driving the car itself, can be realised an amazing perfection of motoring—a perfection that undoubtedly makes this 1927 Buick the greatest Buick ever built—vibrationless beyond belief.

To realise adequately what this new perfection means—to test in a practical way these Buick claims—you must yourself have a demonstration of this wonderful new car. Drive it, test it; half an hour at the wheel of this new Buick will crystallise all your motoring ideals into a desire to own this latest and greatest of all Buicks. Buick is content to rest its case on the results of thorough test and comparison.

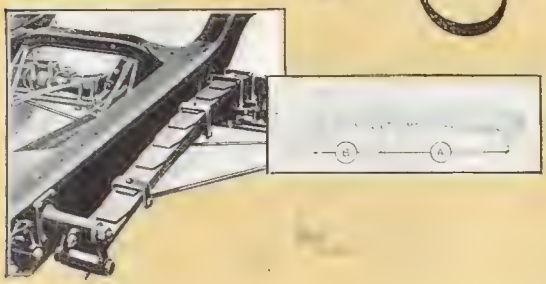
See it at Olympia. See the range of Fisher designed, London built and upholstered bodies, with their sumptuous comfort and their finely moulded lines.

All these features are pictured in detail in the Buick catalogue (a copy is yours for the asking), so that you may realise to the full the refinements that have made the 1927 Buick vibrationless beyond belief. You will be able to judge the value not only of the Greatest Buick Ever Built but also the value of all other cars.

When better cars are built — Buick will build them!

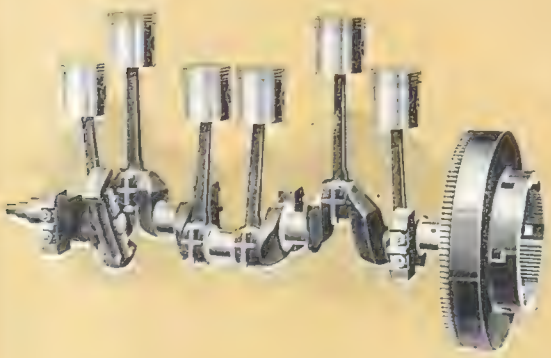
at Olympia Stand 38

Vibrationless beyond belief-



Buick has always been noted for luxurious riding qualities. The long section "A" of the Buick cantilever rear springs absorbs ordinary shocks. The short heavy rear section "B" absorbs the greater shocks. As the frame and body are supported by the short section "B" from the axle to the spring bracket on the frame, the possibility of the body swaying on bad roads and in turning corners is reduced to a minimum.

The Buick engine is absolutely insulated from the chassis frame by rubber engine mountings, which are designed to kill all body rumbles at their source. The Buick engine has three-point suspension, but owing to the durable rubber insulation it cannot at any point touch the chassis frame. Despite this insulation, despite the fact that at these points metal cannot touch metal, the Buick engine is held with absolute rigidity, and is not affected by slight distortion of the frame caused by uneven roads.



The Buick counterbalanced crankshaft is fitted with a torsion balancer and heavy flywheel. The counter-weights which can be seen in this photograph compensate the weight of the crankshaft and lower ends of the connecting rods. These counter-weights eliminate high bearing pressure and otherwise contribute to smooth operation. The torsion balancer overcomes the tendency of a crankshaft to twist under the power impulses of the pistons and assures an even flow of power at all speeds. The balancer is automatically lubricated by the crankshaft oiling system. There is not the slightest possibility of the Buick crankshaft running out of true or "whipping."

PICTURE yourself driving this new and greater Buick. You sit at the wheel of a car whose quiet glide at any speed reminds you irresistibly of coasting down hill with the engine shut off. You realise now, for the first time, how deeply vibration and noise have affected your motoring enjoyment in the past. Subconsciously, but constantly, they strained your attention with their menace of trouble—for vibration is power escaped from control, running amok. The relief is tremendous, and the background of uneasiness is replaced by the grateful sense of confidence that comes to you as the Buick glides away, its very silence an assurance of strength—the silence of the strong.

Belonging as we do to the nation that pioneered mechanical engineering, there is in each one of us something of the engineer's instinct. We cannot listen joyfully to a mechanism complaining by vibration and noise of inaccurate adjustment or false principle. Undoubtedly the confidence inspired when at the wheel of the new Buick is greatly due to the sense of truth and precision conveyed by its smoothness and quiet—the feeling of power produced without strain, the assurance of long years of glad and care-free motoring.

The 1927 Buick Catalogue tells the whole story

of the methods by which this delightful result is achieved.

The new mechanical details which make this "the greatest Buick ever built" are illustrated and described, as well as the features which made the previous Buick already great.

The whole Buick range is also photographically illustrated in full colour—the two models shown on the previous page, the Majestic Tourer and the Empire Saloon, at £398 and £485 respectively, the luxurious Pullman Limousine at £725 and the entire range. Whatever your personal preference—whether for the comfort of the saloon or the freedom of the open tourer, for two-seater chic and handiness or for Pullman dignity and luxury—you will find the very car of your desire in the Buick range.

Send a postcard for your copy to-day.

GENERAL MOTORS LTD., EDGWARE ROAD, THE HYDE, LONDON, N.W.9.

PARISIANA

By "René"

Illustrations by MARCEL PONCIN

"The general effect of a *choux-fleur*"

Mes Amis—

By-elections in France are not generally such a matter of interest and possible entertainment as they are in England, where the Special Correspondents have a habit of making "discoveries" for untravelled Londoners, but we have just had a most amusing one in the Upper Alps—sufficiently rare to be worthy of note. As the result of this I, for one, shall be glad to welcome back to the Chamber of Deputies M. Maurice de Rothschild, probably the world's most outstanding example of what a handicap millions can be. To say that M. Maurice's millions are a millstone round his political neck, is merely a delicate allusion to the obstacles he has had to combat.

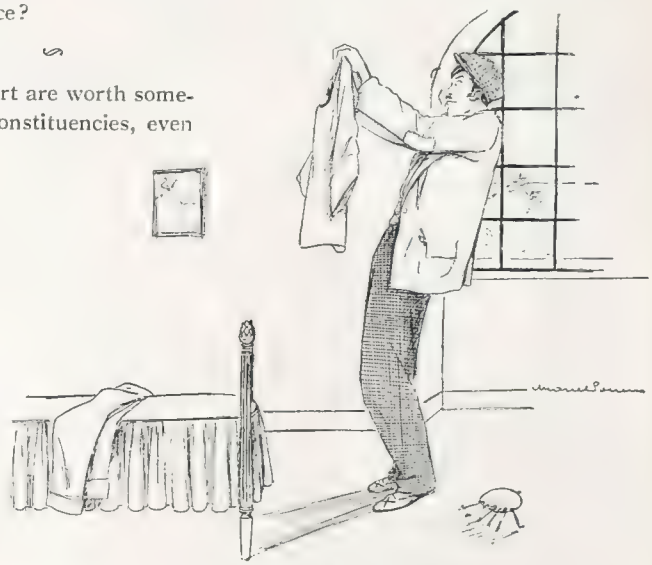
M. de Rothschild again becomes a Deputy after being unseated. According to his adversaries it was his millions that had got him in. Unquestionably it was his millions which got him out. Now he is in once more, it is possible to attribute the result to a little of the spirit of fair play, and a lot of horse-sense, on the part of the Upper Alps electors.

One of the grievances of M. Maurice's vindictive opponents was that he broke the rules of the game they had played on electors for so long. To secure election they promised everything to everybody—jobs to job-seekers, village-halls to *maires*, railway-stations to mountain-top hamlets, new churches for poor parishes, and the highest prices for peasants' produce. And all these, of course, remained promises, except the high prices, which the peasants looked after themselves. But with M. Maurice it was different. If a village had need of a hall it got it, the poor parish was able to erect its church, and even railway stations were not too much—did not the Rothschild family run up a station on the Chantilly golf course, the only one in France?

Deputies of this sort are worth something to their constituencies, even if they have inherited millions. And as Members of the Chamber go M. Maurice serves as a good pattern. He keeps silent when he has nothing to say, when he does address the House he knows what he is talking about, and he has never been known to fight *en séance*. A few more such Deputies and the Chamber would have less resemblance to a "turn" by the Fratellinis—and taxes would certainly be less.

"Saved by *the* woman . . . and the golden-hearted friend"

Somebody had been complaining that there was nobody in Paris who could write good melodramas nowadays. Whereupon a good melodrama has been produced. In one way it is a promising beginning to the theatrical season—which only starts in October, however many good pieces might have been accidentally presented in September. But a fact that has disturbed Paris is that such a good, even excellent, melodrama has been written by Fernand Nozière, for Fernand Nozière has for thirty years been the champion of the highbrow school, the authors who construct "literary" plays which appeal to three hundred people and fade out in three weeks. What everybody wants to know is why he did it, but he does not seem inclined to tell.



"An alluring pair of pyjamas"

Anyhow, there is little doubt about the assured success of "*Notre Amour*," particularly at the Théâtre Antoine, where they like their fare three-star strong. Matters it to them if M. Nozière, with much clever irony and fine writing, has utilised such barn-door antediluvians as the gambler would-be suicide saved by *the* woman at the moment he has the pistol pointed and the golden-hearted friend who offers to make over his fortune?

"*Notre Amour*" places in preliminary conflict Francine, who was for three

years the *fiancée* of René, but who married an elderly American *milliardaire* because René preferred to wait for his uncle's fortune instead of carving a successful career for himself. Naturally, the uncle died as soon as Francine had married, and the chagrined René could see nothing better to do than gamble the fortune away.

Meanwhile the elderly *milliardaire* dies and one of the extraordinary features of the play is Francine's brutally frank story of how she contributed to this by excessive affection. It is not exactly "nice," but it furnishes the opportunity for wonderful acting on the part of Madeleine Lely, probably her most triumphant achievement. Needless to say, the mutual explanations throw Francine and René in each other's arms, but, with strange diffidence for such a couple, they decide to throw the American millions away. M. Nozière as dramatic critic, which he also is, would scarcely have ratified that.

To start the "season" at the Ambigu is a very lively farce, "*Plein aux As*," which refers to a housebreaker, Flipotte, who is so unfailingly successful that he is held to have a handful of aces. "Cracking" a villa at Antibes, he finds an alluring pair of pyjamas laid out on a cosy looking bed, so he puts them on—and cheerfully goes off to sleep. The motherly old dame who wakens him with a bowl of *café au lait* in the morning causes him to realise that he is mistaken for wealthy young Pardigon, who has acquired a mere two hundred millions during fifteen years' absence in Australia, and who is due home that day. On this information Flipotte set out to show what enjoyment wealth can give, and it is his manner of distribution which provides the fun of the piece.

"The motherly old dame"

A particularly good effort is his gift to his *petite cousine*. When he finds she does not want him he hands her over to her adored naval officer with six hundred thousand francs of a *dot*. It is only fair that the real Pardigon should be similarly generous to Flipotte when he does turn up.

There is at last a hope that the *chauffeur-comets* of Paris will have their tails clipped. The energetic Prefect is placing twenty high-speed "chasers" on the streets, and the *quatre-vingt à l'heure* fiends will be without any sort of defence. There was opportunity for challenging the measuring system that was tried for a while, as the metres were certainly not always accurate. But no point is to be gained by telling a police driver who has had to pursue at seventy kilometres an hour that one was only travelling at forty, the city limit. It is merely aggravating the offence. Forty is enough for anyone in a city, even on a speedway like the Champs Elysées. Paris may at last become safe for the pedestrian and also for sane motorists.

Maybe it is because vegetables have become so dear that they are receiving that sincerest form of flattery—imitation. The latest fashionable form of hair-dressing among *Parisiennes* who lead is the "cauliflower cut." At the first-night of a theatre, which is as much of a fashion show as a playhouse, practically all the *élégantes* had their hair done in little curls, which gave the general effect of a *choux-fleur*. As a result, we may expect the exit of the Eton crop and the *Garçonne*. René.

C. D. Patel & Sons

A KENYA GATHERING

A group taken at the annual cricket match of the Mombasa Sports Club between the officials and the non-officials. A. C. Leale (left), E. D. Theunissen, E. R. Sullivan-Tailyour, W. Springett, H. M. Gardiner, E. G. Rush, H. C. Sherwell, R. G. B. Spicer, R. de Trafford, H. L. Bradshaw, A. C. Ross, S. Evans, C. G. Fannin, D. C. Hodgson, A. G. Baker. W. A. M. Sim, H.E. The Governor, Sir Edward Grigg, G. A. S Northcote, L. C. Wright, H. S. de Boer W. M. Logan, C. W. Carter, C. W. Elliot, J. B. Erskine and C. R. Burman

Well Met!

Lenare

MISS PEGGY BEATY

An attractive member of the cast of "Tip Toes" at the Winter Garden greets a close friend. Her dancing is one of the great features of this light-hearted and amusing show which is having such success

Produced September 29, 1926

By "JINGLE" *Illustrations by MACMICHAEL*

THIS is the story of the Temptation of Saint Antony, with the necessary modification suited to our times. We begin with the familiar situation of the home-working artist who cannot suffer trivial interruptions, and in such a case standard humour demands that he shall be interrupted as much as possible. The classic instance in this direction is, I suppose, that of the famous poet in the throes of composition who was interrupted by the shrill voice of his wife enquiring whether he would have the balance of yesterday's mutton cold or hashed. The artist here is John Jones, whose wife, Ruth, chooses one of his busy days to insist on asking for payment of the minor household bills that have been long outstanding, and who calmly introduces into the studio a man who has come to tune the piano.

ALL this, however, has very little to do with the main thesis of the play, which turns upon the very vexed question as to whether it is possible for a man and a woman, on good terms with each other, and temporarily isolated from the rest of the world, to resist the temptation their seclusion offers. Mr. Jones asserts that it is not only possible, but that it is the rule rather than the exception for them to do so. On the other hand, Major Hereward, who is admittedly in love with Mrs. Jones, is prepared to bet five pounds that, given a favourable opportunity, John Jones himself would promptly yield to the temptress, as in the now famous case of Adam *v.* Eve.

MR. AND MRS. JONES have been invited, with the Major, to spend a week-end with friends. Mr. Jones says he cannot go as he is so frightfully busy. The Major therefore takes Mrs. Jones alone, and on the way urges her to fly with him to Gibraltar, where there are the usual number of mellowing orange groves, and cloudless skies and shimmering scenes of azure blue. And Mrs. Jones rather likes the idea.

THEN we get down to brass tacks. Mr. Jones is painting the portrait of Jenny Bell, a lovely fluffy little neighbour. This he is doing partly for the love of his art, but mostly for the love of the girl. As soon as Mrs. Jones and the Major have departed John, with that glorious sense of freedom that most men feel when the wife is away for a while, asks Jenny to give him another sitting. But when she arrives he is not in the mood to paint. He proposes that they should go for a perfectly correct sail in his yacht, returning home punctiliously at bed-

time, and going their several ways. In the Second Act we see the two on the yacht. A dead calm has come over the sea. There is not a breath of wind; the motionless vessel is, as the poet puts it, like a painted ship upon a painted ocean. And there is no prospect of a breeze springing up before morning.

JOHN is therefore suddenly confronted with an excellent opportunity of working out his hypothesis to the final Q.E.D. He explains the rather embarrassing position to Jenny, and suggests that they should have some tea to help pass the time away. But that is not Jenny's idea at all. She observes eagerly that she does not in the least mind staying out all night with John, and it is impossible to mistake the significance of her remark. But John pays no heed to it. He goes below to make the tea, and while he is there Jenny picks up one of the heavy rope fenders and flings it into the water in the hope of conveying the impression that she has fallen overboard. The tricks works admirably. John comes

Farringdon Photo Co.

MISS MARJORY MARS

Who was called upon at very short notice to take Miss Fay Compton's part as Jenny Bell. Miss Compton was forced to leave the cast for a time owing to illness

dashing up the steps calling frantically upon her name, and searching the water with his eager eyes for a sight of her corpse. When he finds that she is really alive and well, his joy is so great that he takes Jenny in his arms and kisses her a great deal and murmurs incidentally that he loves her very much.

JENNY is delighted to hear the good news, and as there is a heavy fog creeping up, she is clearly of opinion that it would be a pity to waste all that genuine emotion on mere words. So she suggests that they should adjourn to the cabin below, and make the most of their lucky seclusion. But John is not to be diverted from his first principles by the voice of the siren. In his view what she proposes would be wrong, and, as we all know, when we realise that a certain thing is wrong we never do it.

IT used to be said that it is only the unexpected that happens. Conversely, it is the expected that does not happen here, to the natural surprise of the worldly people in the audience. John reads Jenny a little lecture on general rectitude, and she goes regretfully down below—alone. Shortly after that a steamer comes crashing into the yacht in the heavy fog, and we leave John calling on Jenny's name in his despair, and hunting for her desperately among the splinters of his ship. The painful assumption is that Jenny was drowned as she lay below in her unwelcome solitude, though this seems to be a cold sort of death for one of so opposite a temperament.

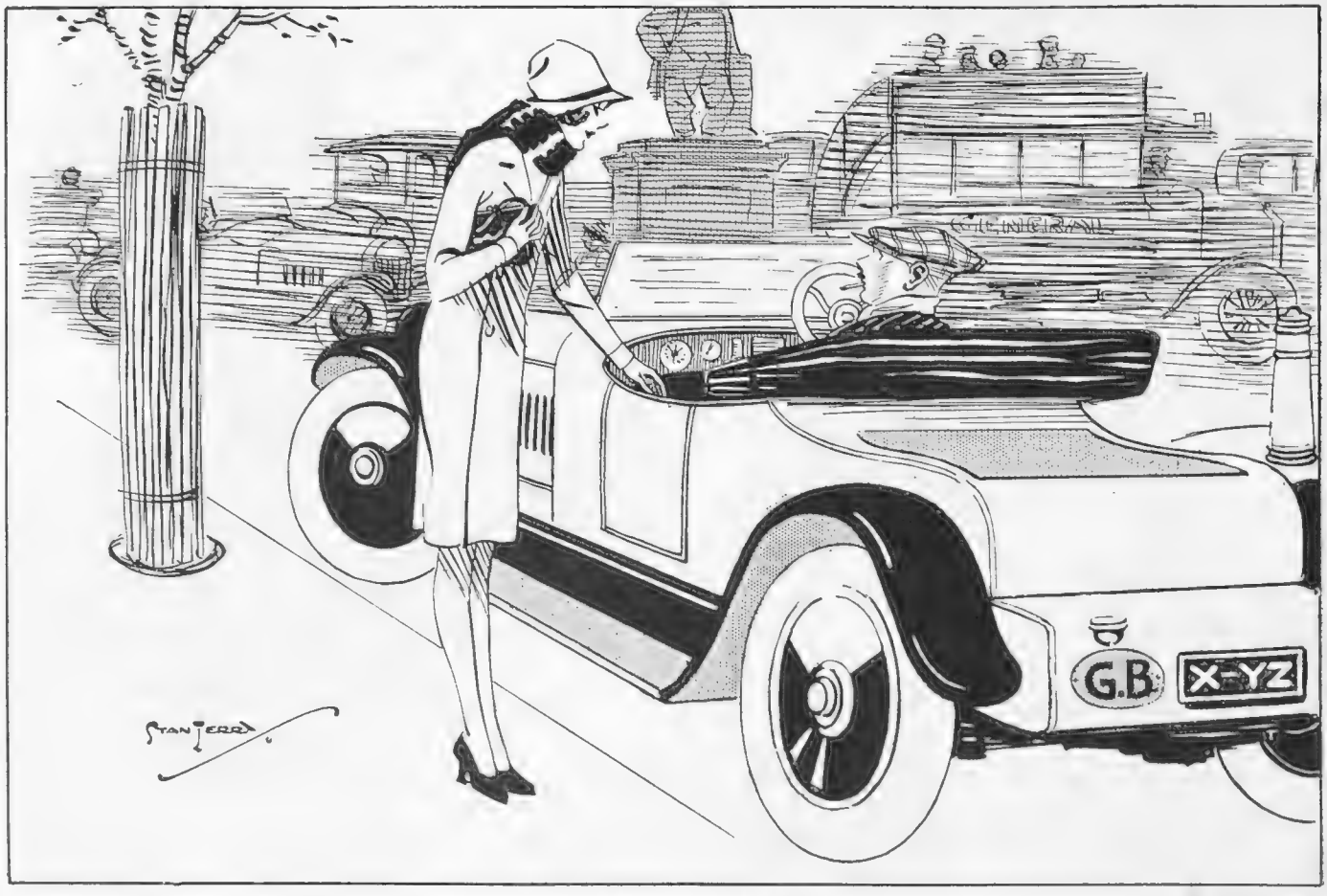
IN the Third Act John is naturally in a state of great grief. Mrs. Jones is so shocked at the news of the tragedy that she is almost reconciled to the husband she had contemplated leaving. After all, but for the unwritten rule that men with yachts do not take their wives with them if they can help it, when they go for a jolly sail, it might have been herself that had been drowned. The Major, however, is not going to lose Mrs. Jones like that. He says she must bring an action for divorce, and John's protests that though aboard his yacht all night with a likely girl he took no advantage of the situation will break down under cross-examination. Just to show John what chance he has of being believed, the Major takes up the position of a hostile counsel cross-examining before a worldly jury, who know what

would have happened to Jones if they had been in his place. The net result of the examination is that John is made to see that, whether he is speaking the truth or not, nobody will believe him, so he may as well not try to defend the action.

THEN Jenny turns up again, having made her escape from the wreck by the simple method of sailing away in the in the dingy until she was picked up by a passing vessel. That, of course, settles Mrs. Jones. She goes off to Gibraltar with the Major, satisfied that what doubtless happened once is liable, like some kinds of decimals, to recur, and John is left with Jenny on the understanding that as soon as he has got his first wife off his hands he will take

Jenny for his second. Jenny on her side is quite satisfied with the arrangement, as she knows from experience that her future husband is a young man who can be trusted in spite of acute temptation. Mr. Leon Quartermaine and Miss Fay Compton do all that is possible with the strange theme; and Mr. Henry Caine is perfect as the bumptious Major. It is fair to add that the play has been written by a well-known humorist, so that it may after all be no more than a subtle joke necessarily imperceptible to obtuse people like myself.

JINGLE.



SOCIABLE FELLAH !

By Stan Terry

She: "So you crossed the desert in your car. It must have been an interesting trip!"
He: "A bit monotonous. It's a relief to run into people once in a while!"

BON MOT-IFS

By HARTLEY CARRICK

Automobiliousness.

The sooner reckless drivers go the better; yet we don't want them to go too quickly.

. . . . . .

It is only a question of time before watches, phonographs, nervous wrecks and pedestrians are run down.

. . . .

"I've just left my wife in a paddy."

"H'm, an English make of car is good enough for me."

. . . .

Fixed is his visage as he goes the pace;
And yet he "ought to" have a "mobile" face!

. . . .

The girl's in the car,
And you're at the wheel;
How comfy you are,
And how giddy you feel.
Her glances bewitch;
You think you're in clover;
Then land in the ditch—
That's Life, lad—all over!

Heard in the vestibule: "What do you think of the show?"

"Oh, Love's a Terrible Thing!"

As a matter of fact, it is very entertaining.

. . . . . .

A well-known racing motorist is going on the stage. We hope he will get any spare parts that there are.

. . . . . .

An old log burns much longer than a new one, says a correspondent. He wants to remind us that there's no fuel like an old fuel.

. . . . .

All Suburbia is adopting the new motoring headgear. If you doubt it, come to Brondesbéret.

. . . . .

A West End hairdresser declares that shingled heads are going out. We have noticed that they are—more than ever.

(*Continued on page 208*)

DOGGY !

By L. R. Brightwell

That new motoring enthusiast, the Car Dog, "parked" and "going some"

Getting a Grip of Things

BY THORPE

SYMPATHETIC LISTENER (*after the owner's enthusiastic and detailed explanation of engineering triumphs of brand new car*): "And what perfectly ducky handles!"

STAGE SILHOUETTES

"Highbrows?" I hate the brand,
A touch of Little Tich,
Whose antics so bewitch,
Is just the humour which
I frankly understand.
Give me the lighter brews;
In fact, on all revues
I browse.

How I admire that quiz,
George Robey, and his biz,
Likewise his type of phiz
(Although that's due to his
Eyebrows!)

. . . .

"I DON'T like to see women clerks in a bank."

"But you must admit they make excellent counter foils to the men."

. . . .

SLOGANS FOR THE U.S.A.

YOU should see the tennis down in Tennessee!

THERE'S a suitor to suit her in Utah!

IT'S the moonshine in Kansas that "cans" us!

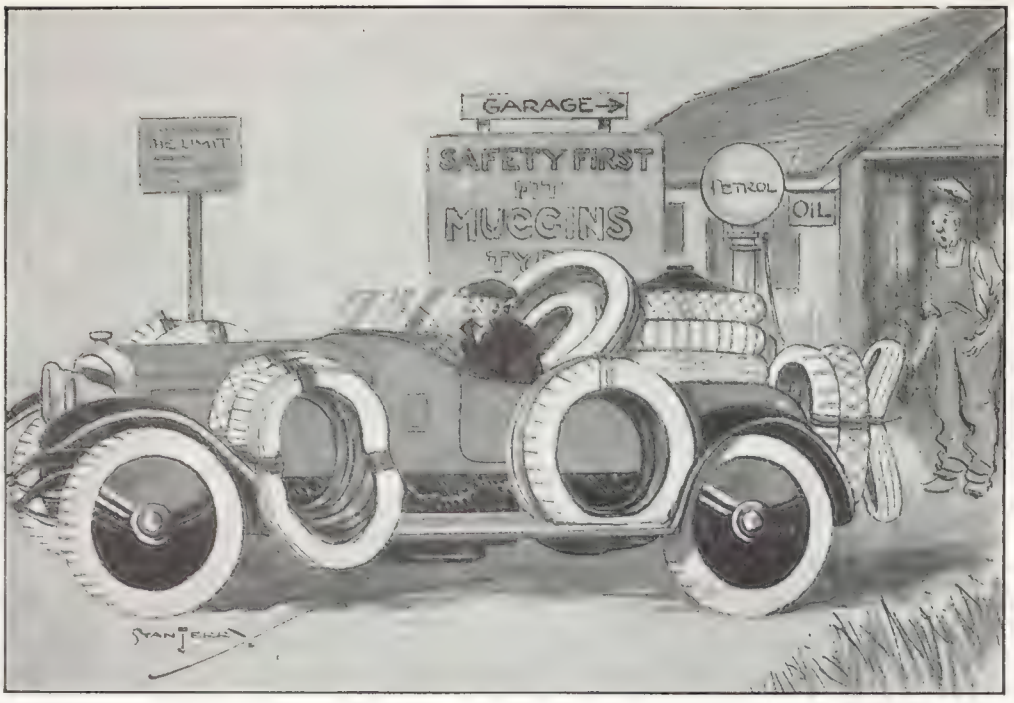
OH! *I* owe a lot to Ohio!

THE origin of 'orrid gin's in Oregon!

. . . . .

"DID you ever see her in *East Lynne?*"

"No; but I fancy I once saw her in West Bromwich."



BY STAN TERRY

THE PESSIMIST!

TO-DAY'S reflection:—Many a man never knew what it was to get vegetables free till he went on the stage.

. . . . . .

WE read that the baby hippopotamus at the Zoo is getting on well. Hip, Hip, Hippo!

. . . . . .

A CLUB has been formed, the members of which intend to bathe in the Hampstead ponds during the winter. This recalls the famous old Ponds asinorum.

. . . . . .

WHAT the producer of musical plays needs most, says a prominent manager, is faith and hope. It is the audience, of course, who supply the charity.

. . . . . .

BY RICK ELMES

THE BOOKWORM

YOUNG THING (*to author who has presented her with an uncut volume of his own work*): "Oh! but you haven't read it yourself yet!"

A BAD GIRL'S DIARY

MON.:—*Went to sup*
In Tom's car.
Pa sat up;
There you are!

TUES.:—*Bought a topping*
Hat (chenille);
What a whopping
Bill for Bill!

WED.:—*Jazzed about*
With aplomb:
Tom put out—
Exit Tom!

THURS.:—*Ate ice creams,*
Seven or eight:
Rotten dreams;
Got up late.

FRI.:—*Headache is*
Rather worse;
Drank some fizz—
Good-night, Nurse!

SAT.:—*Dull as sin;*
Mooned about.
Jack came in;
Lamp went out!

SUN.:—*Left in lurch and*
Felt some qualms;
Went to church and
Sang the psalms!

HARTLEY CARRICK.

BY P. E. FELIX

LA FEMME AU BANJO

THE K

A luxurious vehicle fitted with many devices for the comfort a

KINECAR

fort and amusement of passengers returning home on winter evenings

A POPULAR NUMBER

BY NORMAN KELNT

SOLD

By HOLLOWAY HORN

Illustration by W. E. WIGHTMAN

MR. BIRNBAUM, the eminent dealer in all rare, curious or beautiful things on which he could make a satisfactory profit, was deeply engrossed in a discussion with his partner, Mr. Graatz, on the doubtful qualities of a green vase, which was, or was not, Ming. Mr. Birnbaum was smooth and bland and fat; but Mr. Graatz was so thin that he reminded one of Sarah Bernhardt, who, Dumas Fils is alleged to have said, was as thin as *two* Englishwomen.

These gentlemen were among the cleverest and the most disingenuous art dealers in Europe. There was very little concerning pictures, china or furniture which one or the other did not know. If Mr. Birnbaum had a superior in driving a bargain or planting a dud it was Mr. Graatz. They were a formidable pair to come up against, particularly if one were as obviously nervous as the young man who interrupted their discussion on the Ming vase that dull November afternoon.

He was tall and thin, and, although his clothes were not actually threadbare, there were unmistakable signs of poverty about him which did not escape the hawk-like glance of Mr. Graatz as he looked up from his contemplation of the blue vase. The one great law of successful dealing, however, is not to judge overmuch by appearances.

"I've a watch I should like you to see. I understand that it is valuable," the young man said in the accent one associates with the Kensington schools of acting. Indeed, he might very easily have been an actor.

"Oh? I am always pleased to see interesting things," said Mr. Birnbaum. "Sit down, won't you?"

But the young man did not accept the invitation. Instead, from his waistcoat pocket he took a watch. It was large and of a peculiar shape.

Mr. Birnbaum glanced at it and then, for the fraction of a second, at his partner. A flicker of an eyelid, perhaps, but nothing more, passed between them. It did not amount to a wink, but Mr. Graatz understood.

"It's eighteenth century," said the young man, "and it keeps perfect time still."

Mr. Birnbaum was examining it through a magnifying glass.

"It is quite an interesting piece," he said. "It is not of any considerable value, however. There is so little demand nowadays for these old watches."

He passed it to his partner, who also examined it with a magnifying glass, which was strange, since it was, on Mr. Birnbaum's stated opinion, of no great value.

"I've got some like it I should very much like to *sell,*" said Mr. Graatz genially. He could be very genial, on occasion.

"What are you asking for it?" Mr. Birnbaum went on, after an opening which must have been rather depressing to the young man.

Nevertheless, he replied with quiet firmness: "Fifty pounds."

Mr. Graatz handed the watch back to him.

"I'll *sell* you one like it for twenty," he said, "and then make a fair profit."

"Can I see it?" the young man asked, without feeling of any kind in his voice.

"You could, if you went to my little place just off the Rue de la Paix," Mr. Graatz replied. He was not accustomed to having his bluff called. "There's no market at all for them in London," he went on. "I don't suppose Mr. Birnbaum has any in his shop. I wish I hadn't, though they are occasionally enquired for in Paris."

"That's so," Mr. Birnbaum agreed. "I'm always in the market for anything *interesting,* though, at a reasonable figure. I *love* curious or beautiful things for their own sake; I'm not merely a dealer."

"A reasonable figure!" the young man protested with a certain heat. "Why, there aren't a dozen watches like it in the world, and you both know it! It's been in my family for generations. If I weren't actually in need of the money I wouldn't dream of selling it."

"You see, they aren't in the vogue at the moment," Mr. Birnbaum pointed out in his bland, fat way, "but you never can tell," he went on. "In a year . . . in two years . . . people may be enquiring for old watches. They may be, I say. I'm always ready to take a gamble. I'll give you twenty for it. It's unwise . . . but then, as I said, I am not, I never pretended to be, merely a dealer. Of course, if you cared to wait for a year or so, you might get a better price."

"This gentleman has one like it at the price you mentioned. Why don't you buy that? He is anxious to sell." The young man spoke with undisguised bitterness.

Mr. Birnbaum smiled pleasantly.

"That was just his way," he explained. "As a matter of fact, I don't believe there *are* a lot of watches quite like this one about. It so happens that there is no demand for them at the

(Continued on page 216)

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The Dog World Takes the

Photographs

MAJOR D. G. ASTLEY and LADY BETTY TRAFFORD

Topical

LORD and LADY SOMERLEYTON

Two snapshots from the Eastern Counties Retriever Trials at Somerleyton

Sport and General

THE MASTER LOOKS ON

Mr. C. Chester, who is Master of the Cotswold Coursing Club, watches the coursing meeting at Poulton, Gloucestershire. With him is Mrs. Hugh Rycroft

Photographs

MISS D. SIMPSON WITH "SAM"

L.N.A

MISS M. SANGER WITH "MAC OF THE RING"

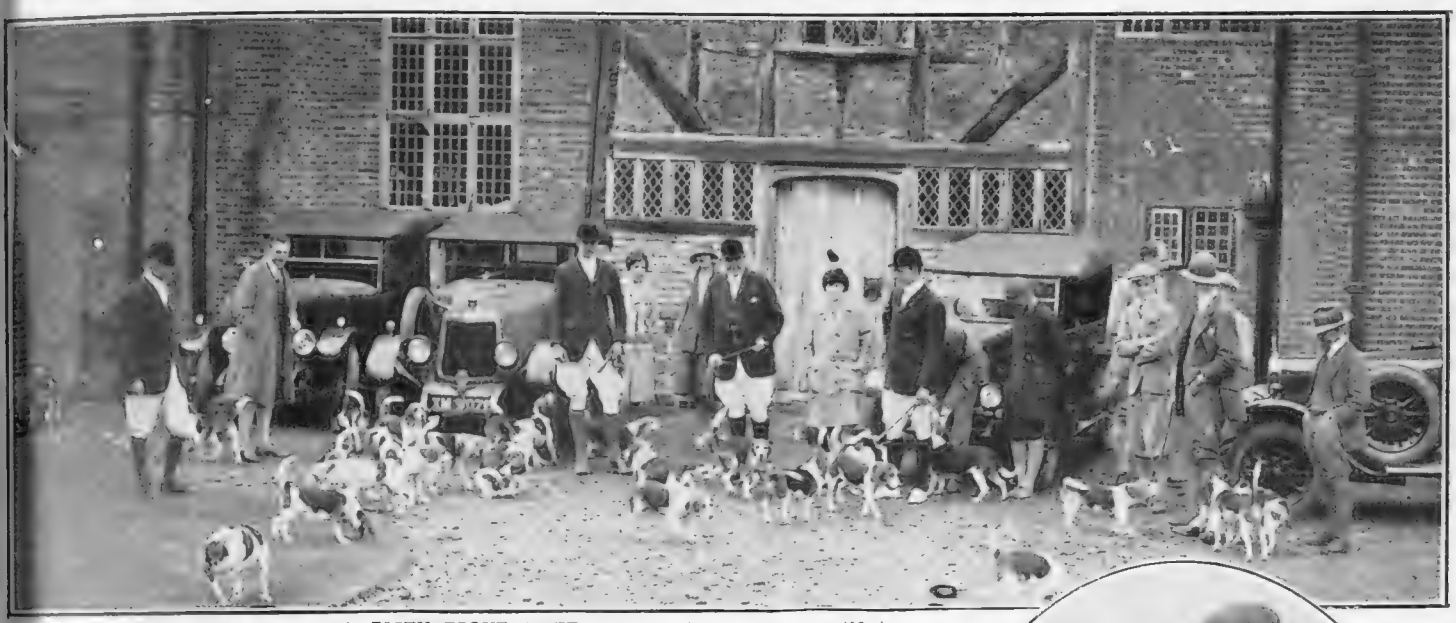
Two of the entrants at the Terrier Show at the Crystal Palace pose for the camera with their mistresses

Sport and General

ONE OF THE RUNNERS

"Marriage Chimes," one of the entrants in the Cotswold Coursing Club's meeting, obligingly consents to be photographed. With her is her mistress, Miss M. Scott

Field in Town and Country



A PICTURESQUE MEET *Alfieri*

The Guildford and Shere Beagles photographed at their recent meet at the Old House, Dockenfield This charming house is near Frensham, the well-known Surrey beauty spot

Alfieri

THEIR MASTERS' VOICES

The R.E. Beagles recently held their first meet of the season. The photograph shows a scene of the meet at Chattenden Barracks, near Chatham

Sport and General

HAVING A "LOOK-SEE"

Mr. and Mrs. Adams watching the first draw of the Royal Agricultural College Beagles' opening meet

A SUSSEX OCCASION *Pacific and Atlantic*

A group taken at a recent meet of the Brighton Beagles This was held, in rather too warm weather at Rise Farm, Lewes

moment. Prints, now . . . there's a most extraordinary demand for the right prints. But I'll be fair with you and make it twenty-five. Take it or leave it. At twenty I'd welcome it; at twenty-five I don't really care one way or the other."

"Twenty-five," the young man said reflectively. "The authorities paid seventy for one in the Museum that was not as good as mine."

"Ah! But not with their own money and not to sell again. I've got to make a profit or go bankrupt. There's reason in all things."

"You *are* buying it as a dealer, then?" the young man retorted. "No. I won't sell it. I'm hard up . . . but not so hard up as that."

"It's for you to decide," Mr. Birnbaum said, even more blandly than before. "Twenty-five pounds is a lot of money if you come to think of it."

"No. I'll see some other dealer."

"My offer is for now. I don't buy things which have been hawked round. You can accept it or refuse it . . . but don't bring it back after trying it out with other dealers. It's a good offer . . . a fair offer. But it is to be refused or accepted *now*. It isn't reasonable to expect me to let you use my offer as a lever with other dealers and then come back to me when you can't get more."

"I think it's a fool offer," said Mr. Graatz a little crossly. "But it's your business, not mine."

"No . . ." The young man picked up the watch, stood uncertain for a moment, and then put it back into his pocket.

"I *know* it's worth fifty," he said, in an uncertain, hesitating voice.

"Then you get fifty for it," said Mr. Birnbaum softly. "Twenty-five is my limit."

"I want the money. Here . . . confound you . . take it!"

He slammed the watch on the table.

"Gently . . . gently," said Mr. Birnbaum, and for a moment, for a fraction of a moment, another blink of an eyelid passed between him and his partner. Mr. Graatz did not appear to be interested and was again contemplating the vase which was, or was not, Ming.

Slowly Birnbaum counted out the money and handed the notes to the young man, who seized them and hurried from the shop.

"Not bad, my boy!" smiled Mr. Birnbaum to his partner, as the door closed behind the young man. "Wonderful what the *sound* of money will do. Twenty-five . . . sounds a lot. But it's a beauty. Old Henderson will jump at it. We'll stick him a hundred and fifty as easy as kiss-my-hand."

"I was afraid he wouldn't take it. I don't believe in saying that such-and-such a sum is my absolute limit. It doesn't give you any scope. I admit that it came off, but it isn't wise as a general rule."

"But surely you could tell that he had to sell. I was absolutely certain . . ." protested Birnbaum.

"Anyway, it came off!" admitted Mr. Graatz. "Let's have another look at it." He picked up the watch and glanced around for the magnifying glass.

"Hi! What's this?" he burst out a moment or so later. "Look!"

He thrust the watch at his partner.

"This isn't the watch . . ." Mr. Birnbaum's heavy jaw seemed to have become loose.

Other words which have no essential part in this story burst from his lips as the truth dawned on him.

"Don't you remember?" he said, when at length he was comparatively calm. "Don't you remember he put the confounded thing in his pocket and then suddenly altered his mind and put it back on the counter?"

"Yes," said Mr. Graatz grimly.

"It was an imitation he brought out the second time. He's diddled us. It's a fake, a cheap Birmingham fake. The case . . . is brass—and yet at a glance it's the same. Twenty-five quid for a watch that isn't worth ten bob!"

A heavy silence.

"Anyway, you'll be able to *keep* it, Birnbaum," Mr. Graatz grinned. "You told him you weren't merely a dealer, you remember."

H. H.

Lenare

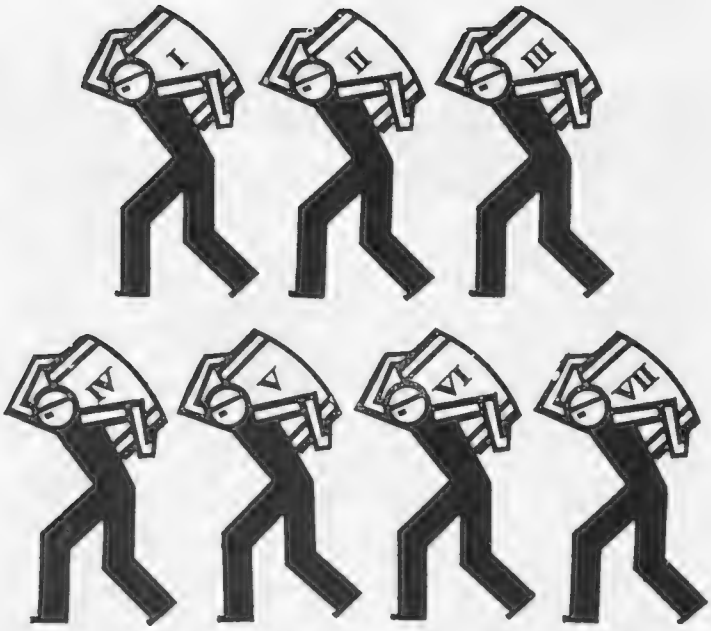
"WHEN THE 'PAV' WAS OPENED THE BIRDS BEGAN TO SING"

Only in this case these "Black Birds" sing and dance in a way undreamed of by the blackbirds of the nursery who were baked in a pie. The coloured performers in this swiftly moving revue at the London Pavilion have established themselves as firm favourites with theatregoers

Worthington

It's a long lane that
has no turning...
...but it's a longer
one that has no
Worthington
at the end of it

Proverbs



NOT A DROP
IS SOLD TILL IT'S
SEVEN YEARS OLD
JOHN JAMESON
WHISKEY

★ ★
★

JOHN JAMESON & SON LIMITED DUBLIN

BY LAURIE TAYLER

THE FINISHING TOUCH

A forecast of this season's motor mascots, which will do much to brighten the monotony of traffic "hold ups"

RUGGER REACTIONS

A FAMILY AFFAIR

By "PENDARVES"

You must understand that in the ordinary interpretation of the term this was not a mere routine club game, played on an ordinary Saturday afternoon, between two club sides who had been meeting each other periodically for season after season. No! It was a gathering of the clans. For the scene was set in Scotland. And the weather was typically Scotch, too. But it did not in the least deter the families (or clans) that half the country surrounding Glasgow was under water, and that there was a forty-mile gale blowing up the Clyde. They were all there.

The Glasgow Academicals were about to play their hated rivals, the High School F.P.s "F.P." means "former pupils"—but that doesn't take the edge off matters at all. On the contrary. Both these clubs are in the habit of supplying quite a number of players to the Scotch national side every year (the side, I mean, that has been licking us lately); and both of them have got the football sense highly developed in their personalities. So the football, as such, was of a high standard, as it invariably is up here. The surreptitious scrapping was even better. I have seldom seen sixteen forwards getting in so much in-fighting in a turgid eighty minutes as did these on this boisterous and bitterly cold autumn afternoon.

But it was the spectators who interested me so profoundly. We in London and the South generally do not begin to understand the important part that Rugger plays in the minds of the fathers and mothers and sisters and anything-but-sisters in the Scotch cities. If a man is a *really* good Rugger player up here his path is made smooth with the prospective father-in-law—or so the ladies say.

So see them in the stand before and during this galvanic match—well worth coming the four hundred odd miles to see, as I did. The Scotch do not move restlessly in their seats and shout, or screw their programmes into balls of crumpled paper, as we do. And, my heaven, what critics they all are! The women spectators know just as much about it as the men, and voice their views *sotto voce* between clenched teeth. There are no ignorant drones in the stands. Everyone is very busy—criticising. But a tense silence reigns. The mother of a very famous player sat near me. He had got out of a bed of sickness about half an hour before the game to play, because he is one of the finest threequarters living, and his side wanted him. Her face, whenever I looked at it, was as expressionless as a rock—except that when he went down head first to a forward rush a fraction of a second late, as he did once or twice, she would emit a vexed "tchik" with her mouth disapprovingly. A very small girl next to me, backing "the 'Accies" for all she was worth because "Daddy used to play for them," complained to me thus several times: "It is no *good* their keeping the ball tight like this. Why on *earth* don't they make use of the wind, punt ahead and follow up?" And she was absolutely right . . . But it makes one think, doesn't it?

One point only was the margin of the victory of the 'Accies over the High School on that day. And a game of Rugger such as must have delighted any lover of the game as it *should* be played. Half a dozen people—members of partisan families, of course—apologised to me, if you please, after the game for what they described as "such a dud show." Theirs is a very high standard. But I should like to know what some of our English club sides that I see so frequently would have made of the weather conditions which ruled that day?

What one can only describe as a helofawind blew down the ground. The High School wins the toss, and puts the wind behind them, naturally. Their forwards are nearly a stone per man heavier than the 'Accies. They punt and follow up, and punt and follow up again, and barge, and go on barging, for forty stressful minutes. In spite of all this the light, machine-made, speedy 'Accies, with a high tensile strength of purpose and much football brain, keep them out. They only get in once—a rather fluky penalty goal, though superbly kicked. Half-time 3—0.

Then everyone says, "*Now* you will see the 'Accies, with the wind behind them, simply making rings round them" . . . But we didn't. For some unaccountable r e a s o n, which one of their Bloods tried to explain to me afterwards, very unconvincingly, they tried to play the cutting-through game behind tired, light forwards instead of kicking high and often to touch, as they should unquestionably have done. The great Herbert Waddel drops a goal (4—3) and saves their bacon. But *the better side lost.*

I have the temerity to express this opinion, and put it in parenthesis, because in a family affair like this you simply *must* have an opinion, and a pronounced one. Otherwise you may as well be dead; or go away and watch Soccer. Which would be very, very much worse than death—in their opinion.

Sport and General

OVER THE LINE

E. C. R. Hopkins, the Harlequins clever centre threequarter, photographed in the act of scoring in the game at Twickenham between the Harlequins and the United Services. The 'Quins won easily by 45 points to 3

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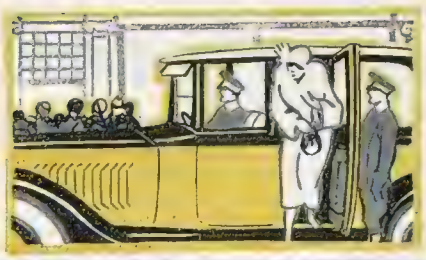

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—SIX—

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H.P.

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6 Cyl: long chassis with Connaught "ATHLONE"
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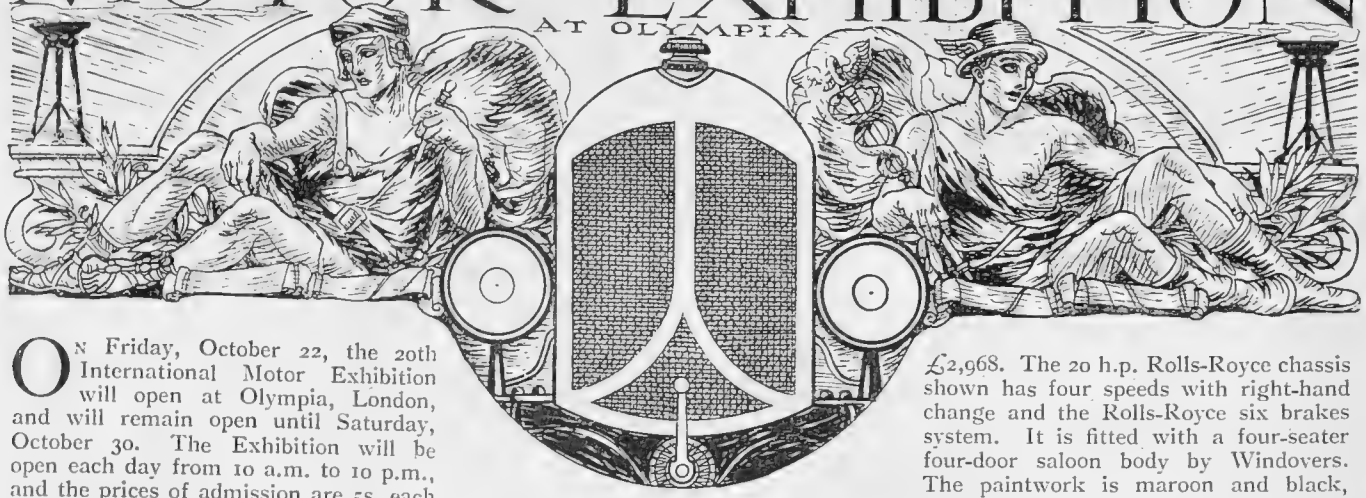


By GEORGE C. STEAD

On Friday, October 22, the 20th International Motor Exhibition will open at Olympia, London, and will remain open until Saturday, October 30. The Exhibition will be open each day from 10 a.m. to 10 p.m., and the prices of admission are 5s. each day, with the exception of Fridays and Saturdays, when the admission is 2s. 6d. The Exhibition is organised by the Society of Motor Manufacturers and Traders, Ltd., and is favoured by the Royal patronage of H.M. the King. In the motor car section there are 98 exhibitors—British, French, American, Canadian, Italian, Belgian, and Austrian. In the coachwork section there are 63 exhibitors, and in the tyre section there are 21 manufacturers; while in the accessory and component section there are shown the products of no fewer than 331 firms.

Rolls-Royce, Stand 105 Rolls-Royce, Ltd., are exhibiting three complete cars—two on the 40-50 h.p. "New Phantom" chassis, and one on the 20 h.p. The six-seater enclosed Cabriolet de Ville is most probably one of the most expensive cars in the Show, costing £3,030. The bodywork is by Barker & Co. (Coachbuilders), Ltd., and the paintwork is dark blue and black. A very full range of accessories is provided, and the car is easily one of the most luxurious in the Show. The second "New Phantom" has a six-seater enclosed limousine body by Hooper & Co., Ltd. The paintwork is fawn and black. The price of this car is £2,968. The 20 h.p. Rolls-Royce chassis shown has four speeds with right-hand change and the Rolls-Royce six brakes system. It is fitted with a four-seater four-door saloon body by Windovers. The paintwork is maroon and black, with plain fawn cloth upholstery, and ivory fittings are provided in the interior. This car is priced at £2,041. The makers of the Rolls-Royce always prefer to show complete cars on their stand. The excellence of the chassis is so well known that they quite wisely decide to show the car as it will appear on the road.

A 40-50 H.P. ROLLS-ROYCE "NEW PHANTOM" AT THE KUTB MINAR, NEAR DELHI

THE DUKE OF YORK'S 21 H.P. 6-CYLINDER LANCHESTER CAR WITH WEYMANN BODY

Lanchester, Stand 108 The Lanchester Motor Co., Ltd., are showing examples of both the 21 h.p. and the 40 h.p. six-cylinder cars, together with a 21 h.p. chassis. A Hooper enclosed-drive cabriolet body with patent folding extension over the driver's seat is mounted on the 40 h.p. chassis. The exterior is painted buff, with black wings and bonnet and mouldings. There is seating accommodation for six persons, including the driver, and a fixed division separates the driving seat from the back. The car is fitted with the well-known Lanchester three-speed silent epicyclic gears and equipped with

four wheel brakes of a special design. The 21 h.p. exhibit is an enclosed drive V front limousine with body built by the Lanchester Motor Co. The 21 h.p. six-cylinder chassis is full of interest. The overhead valves and their operating mechanism are enclosed by a detachable aluminium cover, and the cylinder head can be detached without dismantling the valve gear. There are four forward speeds, and the gears are of the sliding type, the gear box being an integral part of the power unit. The rear axle is of the well-known Lanchester high-efficiency worm type, and there are Lanchester four wheel brakes.

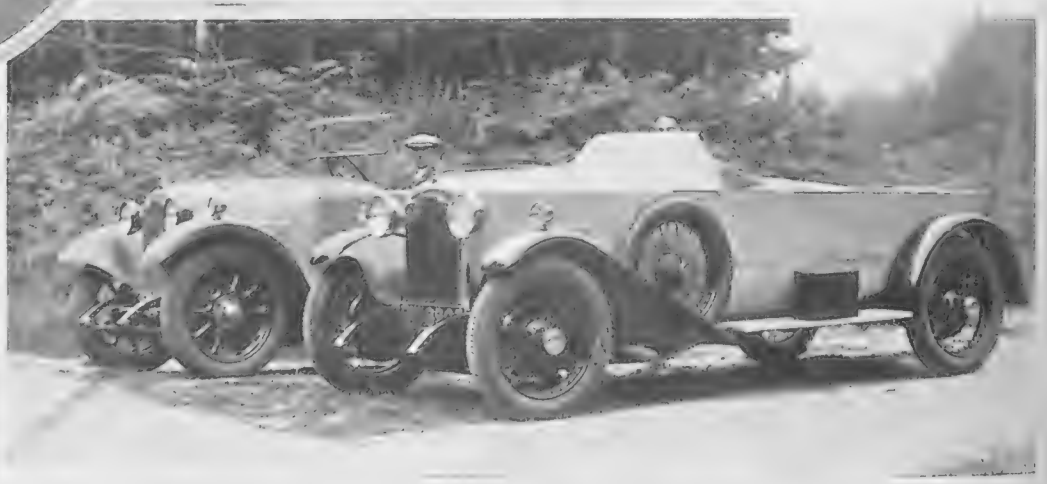
Bean, Stand 141 The outstanding feature of this year's Bean exhibit is the new 18-50 h.p. six-cylinder model which has been added to the already extensive range of Bean models. The Bean "Six" has a monobloc engine with detachable head and aluminium crank case. With its bore of 69 mm. and stroke of 120 mm., its total capacity is 2,692 c.c. It has overhead valves operated by pushrods. Lubrication is pressure fed by gear pump. The chassis price of this model, £365, includes full equipment and spare wheel and tyre. The Bean "Fourteen" will this year be available in two lengths of wheelbase. The price of the "Long Fourteen" saloon is £450. The new "Short Fourteen" is fitted with either a two- or four-seater touring body or a four-door saloon body, and combines luxury with economy and speed. The prices range from £295 for the two-three-seater to £365 for the saloon. The Bean "Twelve," fitted with two- or four-seater body and four-wheel brakes, may be purchased for the extremely reasonable price of £275.

A BEAN 14 H.P. SALOON IN THE WOODLANDS

AN 18-50 H.P. CROSSLEY 6-CYLINDER CAR FOLLOWED BY A 14 H.P. CROSSLEY ON BOX HILL

Crossley, Stand 107 There are six models of Crossley cars on show. Of these one is the popular 14 h.p. touring car, and the others are examples of various types of bodywork on the 18-50 h.p. six-cylinder Crossley, which has now been in production for a year and which has gained much favour with motorists. The 18-50 h.p. chassis has a six-cylinder overhead-valve engine, four-speed gear box, and semi-elliptic front springs. The chassis lubrication is by oil throughout, and the four wheel brakes, fitted with a simple one-point adjustment, are operated by foot. There is a hand brake working on a separate set of shoes on the rear wheels. All models are priced with complete equipment, including luggage carrier, clock, windscreen wiper, shock-absorbers, etc. The bodywork shown includes a touring car (seven-seater), an enclosed limousine, and a saloon. An inspection of the polished chassis and the sectional engine exhibit will demonstrate the excellent workmanship and manufacture put into these models. For the 14 h.p. Crossley, now an old and tried favourite, the makers claim a petrol consumption of thirty miles to the gallon, which is a consideration for a car which is rated at 15.6 h.p.

Rover, Stand 104 There are no entirely new models in the Rover range for 1927. The company is concentrating its attention on the 9-20 h.p., the 14-50 h.p. (which in 1925 won the Dewar Trophy), and the 16-50 h.p. introduced last spring. There is no six-cylinder model. The popular Rover "Nine" can be supplied in two-seater, four-seater, coupé, and saloon models. A particular feature of the Rover bodywork is that in all the four-seater models there is ample room to accommodate the four passengers in comfort. A new two-seater sports model, finished in polished aluminium is certain to attract a great deal of attention. The 14-45 h.p. model may be purchased with two- or four-seater body, or as a saloon. There is also a sports four-seater priced at £660. A development of this model is the 16-50 h.p. Rover, which resembles the smaller car in general design, but has that "extra power" which makes for greater pleasure. The engine is remarkably smooth and silent, and is similar to that fitted to the 16-50 h.p. sports model which has lapped Brooklands at 103 miles per hour. All models are fitted with four wheel brakes.



ONE OF THE LATEST 16-50 H.P. ROVER SPORTS MODELS

Vauxhall, Stand 128

Vauxhall Motors, Ltd., are exhibiting examples of their three well-known models, which include an open and closed car on the 14-40 h.p. chassis, two closed cars on the 25-70 h.p. chassis, and an open car on the 30-98 h.p. chassis. The price of the Vauxhall "Bedford," a four-door five-seater saloon on the 14-40 h.p. chassis, is £595 and, as with other models, the equipment includes luggage grid, windscreen wiper, and spring gaiters, which this year are standard fittings throughout the range. Price reductions have been made throughout the series, ranging from £55 to £95. The six-cylinder 25-70 h.p. model enters on its second year with its single sleeve-valve and remarkably efficient engine, and is to be seen in a most attractive range of six types of body work, varying from the Granton seven-seater at £1,675 to the Ormonde sporting saloon at £1,575. A most attractive car is the 30-98 h.p. Wensum, a four-seater sporting vehicle having a silver-grey body lined in gold, and with upholstery to match. Two spare wheels are carried on the running board of this model.

There are few alterations in the models save that the 30-98 h.p. has been fitted with foot-controlled hydraulic brakes similar to those on the 25-70 h.p. The hand brake on this model operates on specially enlarged drums on the rear wheels. The Princeton on the 14-40 h.p. chassis and the Ormonde on the 25-70 h.p. give one the impression of combining supreme luxury with moderate cost and high quality of workmanship.

THE 25-70 H.P. VAUXHALL "RUTLAND" ENCLOSED LANDAULET

Daimler, Stand No. 96

A new feature of the Daimler Co.'s programme is the "Double Six," which has an engine which turns like a turbine and thereby achieves perfect smoothness, which has always been the aim of motor car designers. It is claimed that the Daimler "Double Six" possesses unequalled acceleration for a car of its type, having a speed of from 2 to 82 miles per hour on top gear. The engine is efficiently silent, and the model can be purchased in several different styles of coachwork. The "Double Six" is a class apart from the ordinary six-cylinder car. Its price as a saloon *de luxe* is £2,450, while the chassis price complete with equipment is £1,850. A most attractive model for the owner-driver is the 20-70 h.p. six-cylinder Daimler coupé *de luxe*, with a sleeve-valve engine and the Daimler automatic carburetter. The now popular 25-85 h.p. six-cylinder Daimler is shown with an enclosed landaulet body, and is priced at £1,350. The Daimler Co. built the first Royal carriage for King Edward, and the present Royal cars of State are rated at 57 h.p. It is natural that such an engine has a place at the head of the Daimler range, and it is the function of the "Double Six" to occupy this position with a performance that is quite impossible for any six-cylinder engine, owing to the great force of the explosion attracting undue attention in cylinders of such a large size. The Daimler "Double Six" engine has been built with the idea of developing power in small cylinders.

A 35-120 H.P. DAIMLER CAR, WITH HOOPER COACHWORK, RECENTLY SUPPLIED TO HIS MAJESTY THE KING

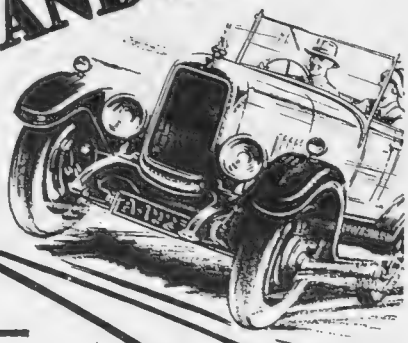
Morris, Stand 102

This year Morris Motors, Ltd., are showing the polished 11.9 h.p. chassis with four wheel brakes so arranged over a mirror that it is possible to see all the working parts; two specimens of the 11.9 h.p. cars; and two of the 14-28 h.p. Morris-Oxford model with four wheel brakes. The introduction of a new radiator quite different from its predecessor in type has involved certain structural improvements in the chassis design. For instance, the rear springs are now semi-elliptic instead of the old threequarter elliptic. There

(Continued on p. 227.)

MR. PONSFORD, THE AUSTRALIAN CRICKETER, AT THE WHEEL OF HIS MORRIS-COWLEY 4-SEATER

A NEVER ENDING THRILL AND JOY!



Better than ever—

It sounds unbelievable. But it is true! Motorists marvel at the new 1927 ALVIS. To drive it is a never ending thrill and joy—a revelation in lightning acceleration and smooth silent speed. The supremacy of the 1927 ALVIS proclaims itself unmistakably in appearance and performance. A new beauty of line due to a higher radiator and improved coachwork, interior comfort and refinement of detail that is positively the last word in motoring luxury.

ø

See it at the Motor Show

ø

Go over it in detail, point by point, have a trial run and drive it yourself—then, and only then can you realise how wonderful a car is this all-British ALVIS—so superb that the chassis is guaranteed for three years. Now more than ever you will value the ALVIS for what it is, for what it will do, and for what it represents—the highest degree of British automobile excellence and value. May we send you full particulars? The ALVIS CAR & ENGINEERING CO., Ltd., COVENTRY.

London Distributors—Henlys Ltd., 91 & 155, Gt. Portland St., London, W.1. There are Agents also in all principal towns and districts throughout the United Kingdom.

STAND 39 OLYMPIA

The 1927 ALVIS

H.P.

STAND 141 OLYMPIA

October 22—30. *Telephone:* Riverside 4784.

AT Olympia there is one Stand you must not miss—Stand 141. Hereon you will find the new Bean Models for 1927. Cars which bring within your reach the greatest amount of motoring pleasure for a most moderate outlay.

Be sure to visit the Bean exhibit.

The 18-50 H.P. 6-cylinder.

Chassis	£365
2/3-seater Touring Car	£475
5-seater Touring Car	£475
4-door Saloon	£595
Landaulette	£650

The "Short Fourteen."

Chassis	£245
2/3-seater Touring Car	£295
4/5-seater	£295
4-door Saloon	£365

The "Long Fourteen."

Chassis	£295
4-door Saloon	£440
Saloon-de-Luxe	£575
Landaulette	£575

The "Twelve."

Chassis	£225
2-seater Touring Car	£275
4-seater Touring Car	£275
4-door Saloon	£350

All Models fitted with Dunlop Cord Balloon Tyres and Four-wheel brakes.

BEAN CARS

BEAN CARS LTD.,
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19

ALVIS CARS AT A RECENT ALL-ALVIS MEETING AT BROOKLANDS

is also a pressed steel dash which, besides forming a rigid cross brace for the chassis, carries the petrol tank, now seven gallons in capacity. Notable improvements to the coachwork include the provision of doors on both sides of the Morris-Cowley models. Particularly wide doors are fitted to both the Morris-Cowley four-seater and the Morris-Cowley saloon, the last-named being a good example of value for money at £195, with four wheel brakes and full equipment. The two Morris saloon models will create the greatest amount of attention. The 14-28 h.p. Morris-Oxford model has been reduced £85 from last year's price, and the new radiator gives far better body lines.

Alvis, Stand 39 Alvis are showing five distinct types of bodywork on the 12-50 h.p. chassis. The engine has overhead valves and thermo-syphon cooling. Lubrication is by means of a pump worked direct off the camshaft. Artillery type steel wheels are fitted with four wheel brakes. The equipment of all models includes spare wheel and tyre, speedometer, gaiters, licence holder, clock, dash lamp, inspection lamp, tool kit, foot pump, carburettor air strangler, a registered mascot, mechanical windscreen wiper, luggage grid, and rear screen for four-seater models. The two-three-seater is a remarkably attractive job, with a semi-coupé head, two doors, and all-weather equipment. Then we find a four-five-seater with all-weather equipment and specially wide doors, a four-seater saloon with folding and adjustable front seats, a four-seater sports saloon, and a four-seater sports upholstered in green antique leather which sells complete with its all-weather equipment for £550.

Citroën, Stand 101 There is much of interest to the motorist and the non-motorist at the Citroën stand, which is situated in the Main Hall near the Addison Road entrance. The non-motorist will learn that he can purchase a four-seater four-door four-wheel-braked car with lavish equipment for the comparatively modest sum of £165, such value as has rarely been offered before. Motorists will be especially interested in the new 12-24 h.p. chassis, which is to be seen in various models. This new production, which is rated at 12 h.p. for Treasury purposes, has aluminium pistons, a new type of radiator, oil pressure lubrication, four-wheeled brakes, and generous equipment on all models. The four-door four-seater is priced at £195, while the beautifully designed saloon costs £240. All the models are fitted with the new Citroën all-steel coachwork, which is being produced in large quantities at the new Citroën works at Slough.

THE 11.4 H.P. CITROËN ALL-STEEL 4-SEATER

Chrysler, Stand 156 Substantial price reductions are a feature of the 1927 Chrysler programme. In some cases models have been reduced as much as £93, and in consequence all the cars are noteworthy examples of value. All models at the Show are of the six-cylinder type. The 21-60 h.p., which may be had as a touring model at £380 or as a luxurious four-door saloon at £465, has a Treasury rating of 21 h.p. The engine has cylinders cast *en bloc* with easily detachable head, pump water circulation, seven-bearing crankshaft, and Remy ignition. There are three forward speeds, operated by a central change, and all models are fitted with remarkably efficient hydraulic four wheel brakes which give very little trouble and are easy to adjust by the owner-driver. The 23-75 h.p. six-cylinder Chrysler is shown as a two-seater with dickey. This, with full equipment, which includes windscreen wiper and all accessories, is now priced at £505. Another model which will attract attention at the show is the 29-95 h.p. saloon limousine.

(Continued on page 229)

THE 29-95 H.P CHRYSLER "80"

"Not only British—but North British"

At Olympia——visit

STAND 530

for the Tyres that are guaranteed like a watch

Attached to every North British CLINCHER CORD Motor Tyre is a card which guarantees a *minimum* of 7,000 miles. It is a Guarantee not only against bursts and blowouts, but if for any reason other than obvious misuse, your tyres fail to reach the guaranteed *minimum* mileage, the manufacturers adjust the difference. This Guarantee does not set a limit to the *life* of your tyres—but it definitely limits your tyre *costs*.

NORTH BRITISH CLINCHER CORD

MOTOR TYRES

Guaranteed 7,000 Miles *Minimum*

CLINCHER CORD BALLOONS
are now also guaranteed for
a minimum of 6,000 Miles

Other North British Guaranteed Tyres are

RAPSON SUPER-COMFORT TYRES
Guaranteed 8,000-12,000 Miles

AIR-SPRUNG LOW PRESSURE TYRES
Guaranteed 10,000-12,000 Miles

THE NORTH BRITISH RUBBER CO LTD EDINBURGH AND LONDON

LAGONDA

Announcing The LAGONDA 'SIX'

A VERY miracle of smooth, silent power; an engineering masterpiece that will be the outstanding car at Olympia, 1926. See this super car—as clearly a leader in the world of "sixes" as the phenomenal 14/60 h.p. 2-Litre Lagonda in the sphere of "fours." Just as the 4-cylinder 14/60 Lagonda created a stir in motoring circles in 1925, so this new 6-cylinder model will arouse a chorus of admiration amongst all motor-wise folk during the present Show.

* * *

THE NEW 16/65 h.p. 6-CYLINDER MODEL.

Six-cylinder engine. Bore 65mm. Stroke 120mm. Tax £16. Crankshaft carried in seven bearings. Overhead valves operated by rockers and push rods. Detachable head. Fully forced lubrication. Chassis lubrication controlled from two points. Four-speed gearbox. Separate unit. Right-hand control. Six brakes fully compensated and mounted on self aligning ball bearings. Adjustable steering column; 12-volt electric lighting and starting set. Full equipment. Wheelbase 10ft. 9in.; Track 4ft. 8in.; Ground clearance 10in. Extra heavy medium-pressure Dunlop Tyres 5¼in. for 21in. Wheels.

16/65 h.p. 6-cylinder Chassis	£570
16/65 h.p. 6-cylinder Saloon	£795
16/65 h.p. 6-cylinder Saloon-de-Luxe	£870
16/65 h.p. 6-cylinder Saloon-Landaulette	£890

* * *

THE 14/60 h.p. 2-LITRE 4-CYLINDER MODEL.

Four-cylinder engine. Bore 72mm. Stroke 120mm. Tax £13. Crankshaft carried in five bearings. Overhead valves operated direct by rockers from two overhead camshafts. Detachable head which can be removed without disturbing the valve timing. Fully forced lubrication. Chassis lubrication controlled from two points. Four-speed gearbox. Separate unit. Right-hand control. Six brakes. Adjustable steering column; 12-volt electric lighting and starting set. Full equipment. Wheelbase 10ft.; Track 4ft. 6in.; Ground clearance 10in. Extra heavy medium pressure Dunlop Tyres 4¾in. for 21in. Wheels.

14/60 h.p. 2-Litre Chassis	£450
14/60 h.p. 2-Litre Semi-Sports or Five-Seater Tourer	£590
14/60 h.p. 2-Litre Saloon	£675
14/60 h.p. 2-Litre Saloon-de-Luxe	£750
14/60 h.p. 2-Litre Saloon-Landaulette	£770

* * *

Be sure to see the Models on

STAND 134

AVENUES P.Q. — OLYMPIA — OCTOBER 22-30.

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LAGONDA LTD.—STAINES—MIDDLESEX.

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Fisk, Stand 529 The well-known Fisk exhibits include a new Fisk balloon tyre with a new square tread, a conspicuous feature being its extra heaviness. Other Fisk productions which claim the attention of motorists are the famous Fisk red-top tread high pressure tyres and high-medium pressure tyres.

Wolseley, Stand 94 Wolseley Motors, Ltd., are listing four models in 1927—the 11-22 h.p. and the 16-35 h.p. four-cylinder models, and the 16-45 h.p. and the 24-55 h.p. six-cylinders—each model being fitted with a variety of coachwork, forming a most comprehensive range of reliab e motor carriages. The Light Six 16-45 h.p. two-litre is an absolutely new model and one which has claimed warm praise from technical experts. Although rated at 15.7 h.p., the engine develops 45 h.p. and is vibrationless at any speed. Suspension is by long semi-elliptic springs, and all chassis are fitted with four wheel brakes. The five-seater touring car is very roomy, the adjustable front seat being 50in. and the rear seat 52in. wide. The price of this car is £450 as a two- or four-seater. The 11-22 h.p. model Wolseley is now listed as a two- or four-seater at £215, and the *de luxe* type with four wheel brakes is priced at £245 for the two-seater and £250 for the four-seater. All types are fitted with the all-gear engine introduced this summer, which is proving very silent and powerful in use and is particularly accessible, a point much appreciated by owner-drivers.

THE WOLSELEY 16-45 H.P. SIX-CYLINDER (TWO-LITRE) SALOON

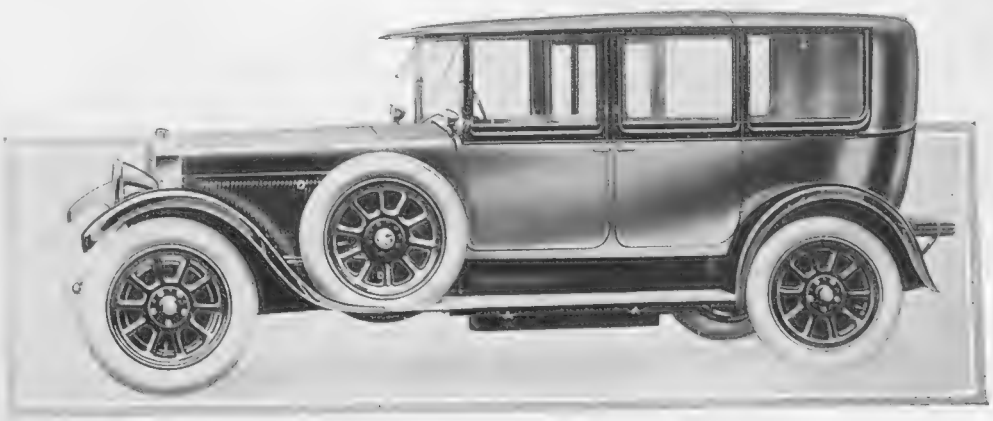
B.P., Stand 219 Three grades of B.P. — the British Petroleum — will be represented on the British Petroleum Co.'s stand. There is B.P. for cars and motor cycles, B.P. Aviation for aeroplanes and sports cars, and B.P. Commercial for all types of heavy vehicles. As is well known among motorists, B.P. is the chief product of the Anglo-Persian Oil Co., and is refined in South Wales and in Scotland. Its production and distribution provide employment for as many as 20,000 British workers. Among its many successes in road and track racing and aviation contests are the 200 Miles Races at Brooklands and the £3,000 light aeroplane competition at Lympne.

A 14 H.P. STANDARD PALL MALL SALOON

Standard, Stand 127 There are two chassis only on the Standard exhibit this year. One is the 14-28 h.p. four-cylinder, hitherto known as the 12-24 h.p., and the other the new 18-36 h.p. six-cylinder. The first thing that strikes one on inspecting the models is the immensely improved bodywork. An interesting feature is the six-cylinder "Sherbourne" saloon, which is fitted with the new type sliding roof. In the case of the open body 14-24 h.p., we find there is ample body room, the rear seat having accommodation for four adults sitting abreast. This model is known as the "Stratford." Another refinement is found in the metal-framed celluloid windows, which can be raised from the doors and thus dispense with the use of windscreens. The new 18-36 h.p. Standard chassis has a longer wheelbase than the four-cylinder. The engine has overhead valves and a seven-bearing crankshaft. There are four types of bodywork available in this model. The "Sherbourne" touring saloon is supplied at £395 with fixed roof, or can be fitted with the sliding roof at £25 extra.

Fiat, Stand 68 There are five models of the well-known Fiat cars this year. The 9 h.p. four-cylinder is shown with two types of bodywork, one a saloon, and the other an open touring car with an English four-seater body and all-weather equipment. All models are fitted with internal expanding brakes on all four wheels, those acting on the front wheels being of the servo type. There are Sankey steel wheels fitted with Dunlop low pressure tyres, and all models have the separate Fiat dynamo lighting and electric starting set. The 40 h.p. six-cylinder Fiat enclosed landaulet on the long chassis is a model which should find much favour. The engine has overhead valves and centrifugal water pump circulation. There are four forward speeds with a central change, and transmission is by means of a multiple-disc clutch and a helical bevel final drive. The internal expanding brakes on all four wheels are servo motor operated of the latest type. The price of this car complete with lavish equipment is £1,225.

(Continued on page 232.)



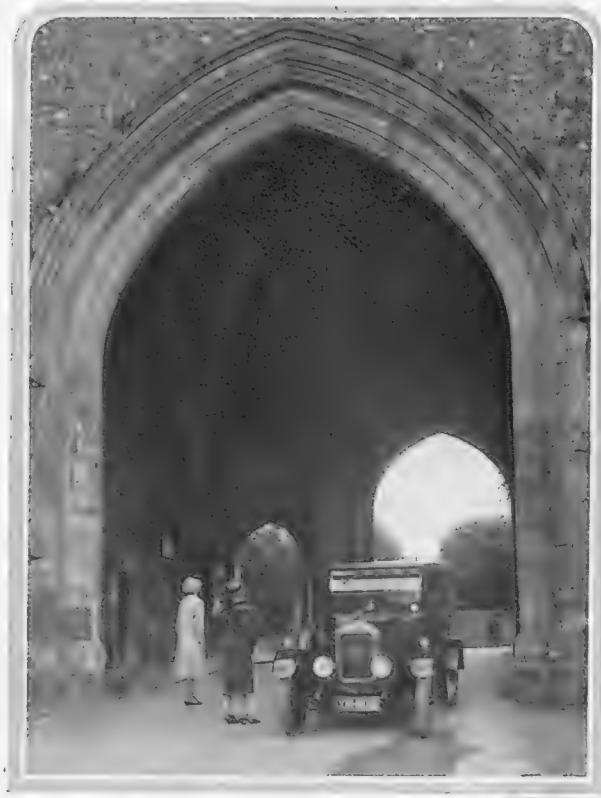
THE 40 H.P SIX-CYLINDER FIAT ENCLOSED DRIVE LANDAULET

THE NEWS SPREADS LIKE WILDFIRE

CHRYSLER PRICES HAVE BEEN GREATLY REDUCED!

CHRYSLER '60' (21/60 h.p.)	*New Price*	*Old Price*	*Reduction*
Touring Car	£380	£398	£18
Two-Seater (with dickey seat)	£410	£438	£28
Coach (2-door, 5-seater)	£435	£458	£23
Saloon (4-door, 5-seater)	£465	£488	£23
Chassis	£335	£328	£7 Up
CHRYSLER '70' (23/75 h.p.)	*New Price*	*Old Price*	*Reduction*
Touring Car De Luxe	£505	£518	£13
Two-Seater (with dickey seat)	£505	£525	£20
Brougham (5-seater with trunk)	£535	£628	£93
Coupé (with dickey seat)	£540	£598	£58
Saloon (4-door, 5-seater)	£555	£588	£33
Special Saloon (4-door, 5-seater)	£610	£648	£38
Chassis	£418	£418	—

COME TO STAND 156 AND SEE THE CARS YOURSELF!



THE NEW SIX-CYLINDER 14-34 H.P. SINGER SALOON

Singer, Stand 130

The Singer Junior four-seater immediately claims attention on the Singer stand. This attractive little model is newly designed throughout, and the spacious body has ample room to carry four adults in comfort. Full equipment, including spare wheel, is included in the price of £148. The engine, for which the Treasury rating is 7.78 h.p., has overhead valves and an easily detachable head. The valve gear is completely enclosed by an oil-tight cover, and induction and exhaust manifolds are on the left-hand side. The Singer Senior chassis can be seen with newly designed two-seater and four-seater bodies. The two-seater has a roomy double dickey seat, and both models are fitted with four wheel brakes. There is also a Singer Senior saloon, a most attractive car which sells for the moderate price of £260. The Singer Six saloon compares well with most small six-cylinder cars and is admirably equipped. Lubrication is by the pump-and-trough system. The wheelbase of this model is 9ft. 6in., and the petrol consumption is claimed to be 28 m.p.g., and the maximum speed 55 m.p.h.

Pratts, Stand 270

The Depth-o-Meter to be found on the Pratts or Golden Pump exhibit is worthy of the notice of every visitor, because it is the apparatus which ensures that he obtains sealed and guaranteed spirit. For years the petrol companies had been labouring to overcome the difficulty of measuring the spirit in sealed tanks and at the same time ensuring that no other spirit but their own was inserted. Pratts discovered the inventor of the Depth-o-Meter, which measures the spirit in the Golden Pump and does not render it necessary for any entrance to be effected into the tank. There are five specimens of the Golden Pump on the stand. The largest of all delivers as much as five gallons at a time, while the smallest can measure such a small quantity of fuel as a pint.

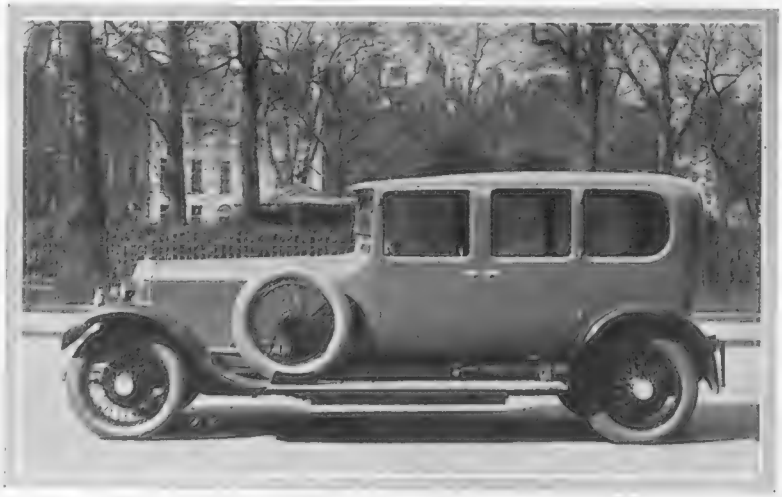
Humber, Stand 95

A new Humber model for 1927 is the 14-40 h.p. four-cylinder, which has a four-speed forward and reverse gear box operated by right-hand change and Humber Perrot front-wheel brakes. This can be purchased as a five-seater four-door open tourer, as a two-three-seater tourer *de coupé*, and as a five-seater four-door saloon. Another new model is the 20-55 h.p. six-cylinder Humber, of which a limited number have been in the hands of private owners in the past year. This chassis can be supplied with a five-seater touring body, or as a saloon or landaulet. Four doors are provided on all models, and the prices include full equipment. The six-cylinder engine has overhead valves and a seven-bearing crankshaft. Water circulation is by the forced type principle with thermostat control to ensure quick warming up of the engine. A cooling fan is also fitted. Transmission is by means of a four-speed gear box with right-hand control, a Ferodo cone clutch, and a spiral bevel drive. The chassis price is £570. The popular 9-20 h.p. model has undergone little change, though some slight improvements have been made to the bodywork, such as greater width to the touring models and more room in the saloon. The engine has overhead inlet valves and a newly designed camshaft. The chassis lubrication is by means of a Ramgun greaser system with renewable grease-gun canister. The 15-40 h.p. Humber can be had in three models, including an open tourer and a luxurious landaulet, thus providing a wide choice for what is really a very reasonable outlay.

THE LATEST 12-25 H.P. 4-5-SEATER HUMBER TOURER

Connaught Bodies, Stand 92

There are three examples of the well-known Connaught Motor & Carriage Co., Ltd., work. One is a Big Six Bentley fitted with a Connaught Berkeley enclosed limousine. This has a fully panelled body with all panels beaten over in one piece without mouldings. A division behind the driver's seat has a window to drop, thus converting body into owner-driver saloon. The Armstrong Siddeley Connaught Abingdon has an enclosed landaulet body. The interior has mahogany garnish rails, silk pillar pulls, electric lights, and special face-forward spare seats which fold flush with division when not in use. Another example is the 30 h.p. six-cylinder Minerva, which is fitted with a Connaught Devonshire enclosed limousine.



A CONNAUGHT "BERKELEY" ENCLOSED LIMOUSINE ON A 40-50 H.P ROLLS-ROYCE CHASSIS

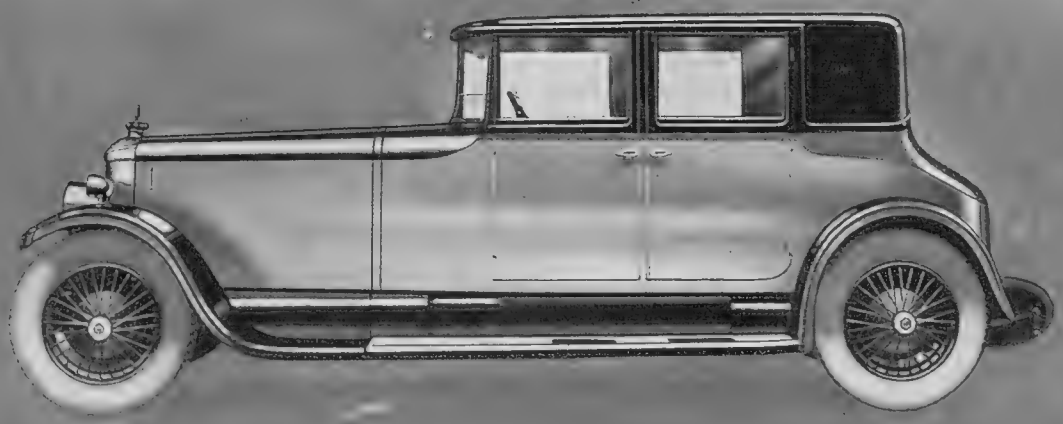
(*Continued on page 234*)

BY APPOINTMENT

Daimler

"DOUBLE-SIX"

THE ENGINE THAT TURNS LIKE A TURBINE



SUPREME AMONG THE
WORLD'S BEST CARS

J.A. 607

THE DAIMLER CO. LTD. COVENTRY

THE NEW LANCIA "LAMBDA" DE LUXE MODEL

Lancia, Stand 63

The now famous Lancia "Lambda" this year appears in two forms; one a short wheelbase chassis and the other a long wheelbase model. This gives the customer an opportunity of fitting his own coachwork. The 16 h.p. four-cylinder Lancia (Treasury rating 15.6 h.p.) has overhead valves, with vibration damper on camshaft, pump water circulation, forced oil feed with oil filter, together with a special device and extra oil tank for maintaining the correct level in crank case. There is braking on all four wheels, shock absorbers on the back springs, and the usual detachable wire wheels. Two complete models are on show at Olympia. There is a long wheelbase Weymann saloon, seating four-five persons, priced at £795, and a short wheelbase folding head coupé car, seating two persons inside and two in a roomy dickey seat.

THE 12-35 H.P. SWIFT

Swift, Stand 103

For 1927 Swifts of Coventry are concentrating on two models. The 10 h.p. Swift may be considered an entirely new model with a slightly larger engine. The wheelbase has been increased by three inches, and by the special construction of the sliding front seat of the model four more inches of leg room is provided for the rear passengers. Other improvements in the 10 h.p. model include the enclosure of the brake rods inside the chassis frame, which adds much to the efficiency of the four wheel braking system adopted by all Swift cars. The four-seater model is fitted with four doors instead of three, and the two-seater has two doors and a roomy dickey. The 10 h.p. two- and four-seaters are listed at £210, and there is a saloon on this chassis at £275. The 14-40 h.p. Swift for 1927 previously listed as 12-35 h.p. is altered in a few details only from the 1926 model, which chassis was exhibited for the first time last year. The position of the brake rods has been altered as in the 10 h.p. All bodies are fitted with one-piece windscreens with electric wipers, rear windscreen, luggage grid, and full equipment. The 14-40 h.p. tourer *de luxe* sells for £325, and for another £100 it can be purchased as a four-five-seater coachbuilt saloon.

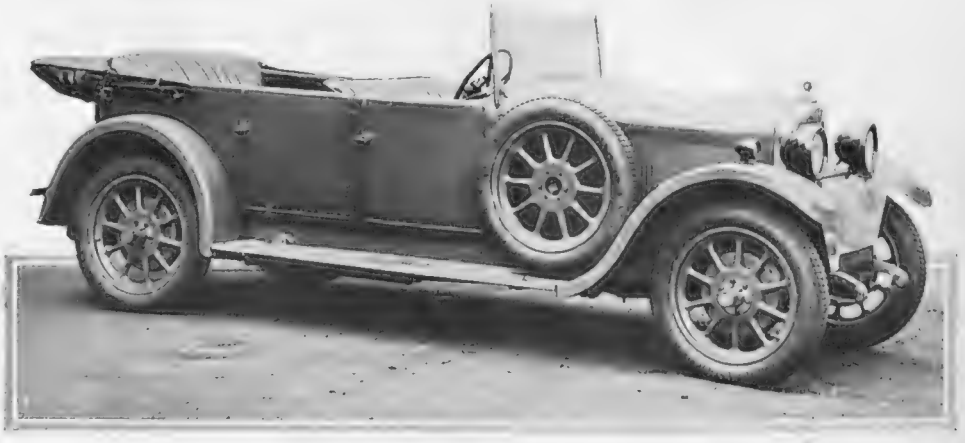
Sankey, Stand 490

Messrs. Joseph Sankey & Sons, Ltd., of Wellington, are to be found on Stand 490 in the Gallery, where they are exhibiting an imposing array of steel work. Wheels naturally take the most prominent part, and the examples of wheels with straight and well-base rims are of the disc and artillery type. In addition, one can see every type of motor stamping from a small unit to a complete body.

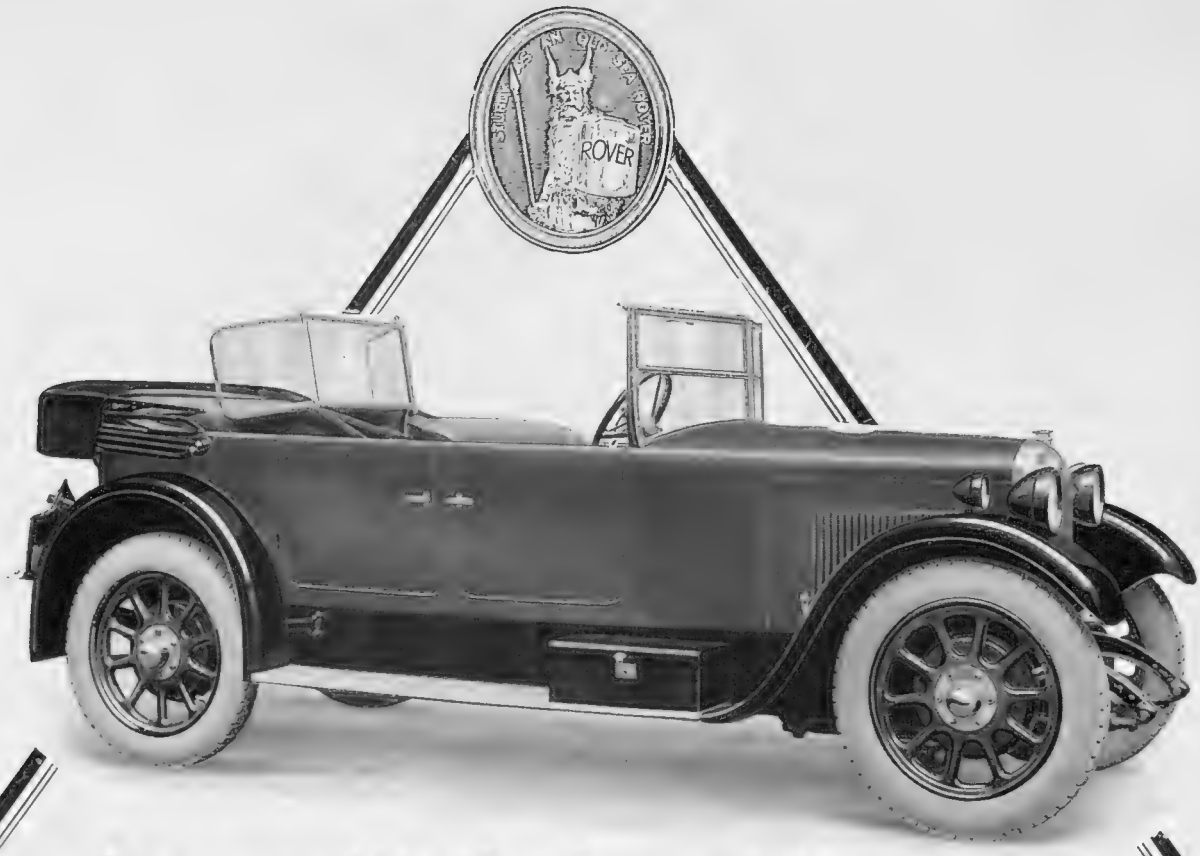
Talbot, Stand 67

Messrs. Clement Talbot, Ltd., are introducing a new 14-45 h.p. six-cylinder car which is aimed to meet the wide demand of motorists for an economical six-cylinder car with a high-efficiency performance suited to the needs of the owner-driver. The designers have succeeded in achieving the desirable feature of accessibility. Working parts, electrical equipment, and chassis details are all easily reached; the easy adjustment of the four wheel brakes and the grouping of all electrical connections in a junction box beside the engine. In constructional details there is the system of anchoring the front springs to the chassis at their rear ends, and the exceptional width of the back springs, with the ready detachability of the clutch and gear box units. The six-cylinder engine has a Treasury rating of 14 h.p. Lubrication is by pressure feed, the main bearings and overhead valve gear being directly supplied with oil. Transmission is by means of a four-speed gear box with right-hand control, a single disc Ferodo-lined clutch, and spiral bevel gears. The price of the 14-15 h.p. chassis with tyres is £325, while the complete five-seater touring car with full equipment is £395, and that of a two-three-seater car is £415. The 20-60 h.p. six-cylinder Talbot chassis with types of closed bodies can be seen on Stands 54, 115, 119 and 143.

(*Continued on page 236*)



THE NEW 14-45 H.P. SIX-CYLINDER TALBOT



You will find nothing untried and untested on Stand 104

There is no "experiment" about the Rover range of models for 1927. You can select any Rover car that meets your requirements as regards price and specification, secure in the knowledge that there is proved reputation and reliability behind it. The model illustrated above is the latest 16/50 h.p. 5-seater, which is truly a delight to drive and to travel in. Its engine combines the smoothness of a six-cylinder with the superior efficiency of four cylinders: it has, moreover, none of the "fussiness" of many sixes. This particular model costs £575, but there are also Rover models from £220 to £775; each of them far and away the best value at its price. Full details with pleasure on request.

ROVER

Have you had particulars of the 9/20 h.p. Rover—"The Nippy Nine"? This is, of course, the car that made motoring history by covering no less than 2,007 miles on an outlay of £5 under Royal Automobile Club observation. There are models from £220—a postcard brings full particulars.

Dunlop Tyres fitted as standard.

The Rover Stand at Olympia — No. 104 — is on the centre gangway near the Addison Road Station entrance.

THE ROVER COMPANY LTD., COVENTRY, and 61 New Bond St., LONDON, W.1.

Hooper, Stand 88

There are two specimens of the famous Hooper coachwork on Hooper & Co. (Coachbuilders), Ltd., stand. One is a 40-50 h.p. Rolls-Royce New Phantom chassis long type fitted with a Hooper enclosed cabriolet with collapsible head and patent folding extension over the driving seat. The coachwork itself is the essence of luxury, including many refinements which go to make for complete comfort. There are Hooper patent quick-action signalling windows in the driver's front door, smoker's companions inside fitted with electric cigar lighters, and a special companion between the extra seats fitted with watch, bottles, mirrors, folding arm-rest for back seat, and Triplex glass throughout. The body is painted powder-blue, with black wings, bonnet, and mouldings. The other exhibit is the 35-120 h.p. Daimler enclosed Hooper limousine to seat six, including the driver. This is an excellent example of refined coachwork, and is upholstered in grey suède leather with "down" overlay cushions. Other examples of Hooper coachwork in a variety of luxurious styles are to be seen on the Rolls-Royce, Lanchester, Hispano-Suiza, Packard, and Renault stands.

THE NEW WILLYS KNIGHT SLEEVE-VALVE MODEL 70

Willys Overland, Stand 136

The main features of Willys Overland Crossley, Ltd., 1927 programme are the Overland Whippet and the 25 h.p. Willys Knight. There are three new types of bodywork and two price reductions. The prices of the 25 h.p. Willys Knight remain the same as for 1926, but there is an important refinement in the suspension system, which is an adoption of the Belflex fabric spring shackles which remove all possibility of squeaking and rattling that usually develops with the metal type of shackle. The Overland Whippet (15.6 h.p.) is to be seen at Olympia as a five-seater touring car and as a five-seater saloon. This car has been designed for popular motoring conditions, and combines ample accommodation and low running costs with low purchase price. The makers claim that the touring car, at £198 with full equipment, has a petrol consumption of 35 miles per gallon, and with a full complement of passengers it is capable of maintaining an average speed of 55 m.p.h. The saloon model, which, like the touring car, has Bendix servo four wheel brakes, is built on low, compact lines of pleasing appearance, and is priced at £235. The 20 h.p. Willys Knight sleeve-valve

(Continued on page 238.)

An Exacting Standard Rigorously Maintained

Humber

STAND No. 95 OLYMPIA OCT. 22-30

THE high standard set by Humber design and craftsmanship is so widely known that it will be sufficient to say that it has been fully maintained in the New 1927 Models. The introduction of the 14/40 H.P. will meet the requirements of those who desire medium power and ample accommodation for a moderate capital outlay. The 20/55 H.P. 6 Cyl. Model on the other hand represents the fullest degree of Humber engine efficiency combined with the coachwork comfort and equipment which have earned for the Humber its world-wide popularity.

Your visit will enable our Staff to show you the various points of Humber efficiency. If you cannot call write for Illustrated Catalogue.

Humber range of Models for 1927 comprises:

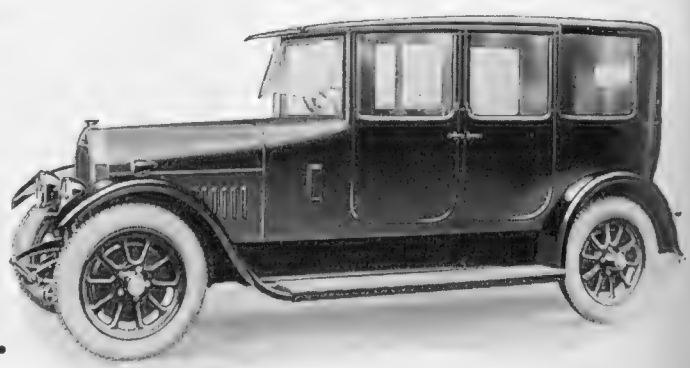
9/20 H.P. 2–3 Seater Tourer with Dickey Seat	£260	15/40 H.P. 5 Seater 4 Door Saloon	£835
9/20 H.P. 4 Seater Tourer	260	15/40 H.P. 5 Seater 4 Door Saloon Landaulette	835
9/20 H.P. 4 Seater Saloon	315	20/55 H.P. 6 cyl. 5 Seater 4 Door Tourer	725
14/40 H.P. 2–3 Seater Tourer with Dickey Seat	460	20/55 H.P. 6 cyl. 5 Seater 4 Door Saloon	940
14/40 H.P. 5 Seater 4 Door Tourer	460	20/55 H.P. 6 cyl. 5–7 Seater Landaulette	940
14/40 H.P. 5 Seater 4 Door Saloon	575	20/55 H.P. 6 cyl. 5–7 Seater Saloon Limousine on long wheel-base chassis	1050
14/40 H.P. ¾ Coupe with Dickey Seat	575		
15/40 H.P. 5 Seater 4 Door Tourer	620		

Dunlop Tyres Standard.

HUMBER LIMITED COVENTRY.

LONDON:

West End Showrooms . . . . 94, New Bond Street, W.1.
Export Branch Office . . . . 32, Holborn Viaduct, E.C.1.
Repair Works & Service Depot: Canterbury Road, Kilburn, N.W.6.



20/55 H.P. 6 Cyl. 5-7 Seater Landaulette.

Make for safety at the Olympia Show Oct. 22–30

Safer motoring is the aim of every one connected with the motor industry. A great step towards realising this aim for yourself is to visit the *Triplex* Stand at Olympia. There you will have demonstrated to you the unique properties of *Triplex* Safety Glass, which the most violent shock cannot splinter. At our stand you may personally subject this glass to any test you wish, until you are satisfied. We believe that after visiting our exhibit you will be convinced that, for safety's sake, everyone should fit *Triplex*.

The Triplex Safety Glass Co., Ltd., 1, Albemarle St., Piccadilly, London, W.1
Also the Triplex Safety Glass Company of North America, Inc., 75, West Street, New York.

Fit Triplex and be Safe

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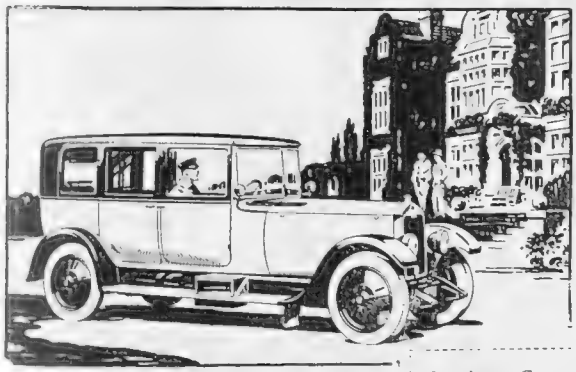

FROM end to end of Olympia you will find no finer examples of modern Automobile Practice than Lanchester Cars. They represent the best that thirty years of experience can offer, and in their characteristic high standard of quality lies the reason for the great confidence with which they are regarded by the motoring world.

Dunlop Tyres Standard.

Lanchester Cars are built in two sizes—21 h.p. and 40 h.p. The car illustrated here is a 21 h.p. 6-cylinder Enclosed Drive Limousine, an example of which is exhibited, together with a 21 h.p. Chassis and a 40 h.p. 6-cylinder Car

Catalogues on demand.

OLYMPIA
STAND
108
AVENUE N.

Lanchester Cars

THE LANCHESTER MOTOR COMPANY, LTD.,
Armourer Mills, Birmingham. 95, New Bond Street, London, W. 88, Deansgate, Manchester.

LANCIA

"LAMBDA"

For 1927

16 H.P.

Now manufactured in chassis form with TWO lengths of wheelbase.

The following is our schedule of bodywork on these chassis:—

LONG WHEELBASE.

Chassis, including coachwork value £75	£570 0 0
English Weymann Saloon	795 0 0
English 4/5 Seater De Luxe Touring Car	725 0 0
English Coachbuilt Saloon	850 0 0

SHORT WHEELBASE.

Chassis, including coachwork value £75	£570 0 0
English 3/4 Folding Head Coupe with dickey	795 0 0
English 2-Seater with dickey	725 0 0
Italian 4-Seater Torpedo	675 0 0

Latest Catalogue B.20 on application.

STAND 63 (MAIN HALL) OLYMPIA

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THE ECCLES MOTOR CARAVAN

"Six" is displayed as a five-seater touring car and as a four-door saloon body. The engine is notable for its smooth, silent running, and the car has a good top gear performance and acceleration. Being produced by one of the world's largest manufacturers of sleeve-valve engines, one has little hesitation in recommending this particular type of car, and in the four-door saloon at £495 one has an extraordinary luxurious car either for the owner-driver or the chauffeur-driven purchaser at an extremely reasonable price. There are two new English coachwork bodies available on the 20 h.p. chassis: the five-seater tourer and a two-three-seater with a spacious double dickey. A new type of double panel front windscreen with side extension is fitted, and the side curtains are mounted in rigid metal frames. When not in use they are stored behind the rear seat squab. A luxury which will be much appreciated is a tool compartment in the driver's door, and all the other doors have capacious pockets.

Eccles Caravans, Stand 118

Those who aim to combine touring and caravanning with a car of medium power cannot do better than inspect the range of Eccles Motor Caravans. For £97 one can purchase a touring caravan to trail behind a 10 h.p. car. The interior fittings include hanging cupboards, food safes, stove, washing basin, table, roof locker fitted with table and culinary utensils held rattleproof, two seats convertible into comfortable beds, and mounted on a two-wheeled pneumatic-tyred chassis with automatic brakes. A caravan on similar lines for four people is priced at £160, while a *de luxe* touring trailer to go behind a 14 h.p. car

(*Continued on page 240*)

THE NAWAB OF BHOPAL'S SPECIALLY DESIGNED SIX-CYLINDER BENTLEY. SUPPLIED BY MESSRS ROOTES LTD.

The Safety First Maxim —

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MAXIMUM

SAFETY, SERVICE, SATISFACTION.

RUN NO RISK RUN ON FISK

THE QUALITY TYRE

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OLYMPIA STAND No. 529

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SUNBEAM
DAIMLER
AUSTIN
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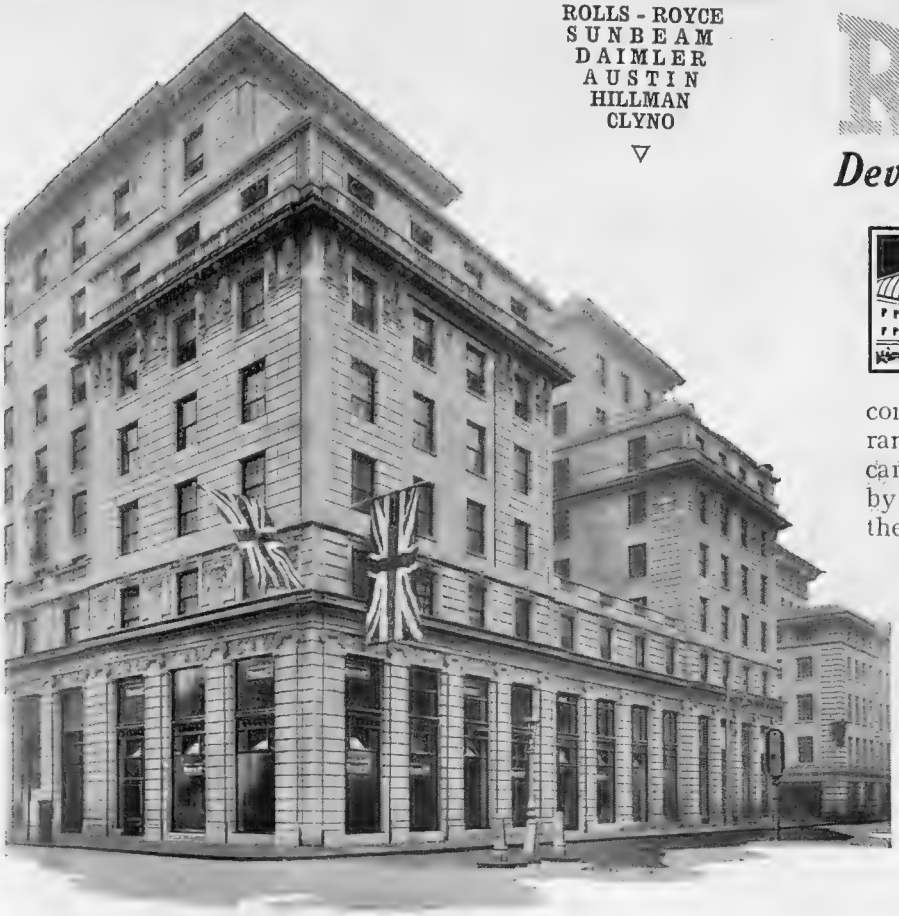
CLYNO



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Devonshire House, Piccadilly.

OLYMPIA has its permanent counterpart in ROOTES Limited's new Showrooms at Devonshire House, where there is always presented, under conditions ideal for examination, a comprehensive display of cars of all types—ranging from £145 to £3,000—each one carrying the Rootes Service which is typified by a chain of Stations from the Midlands to the South Coast.

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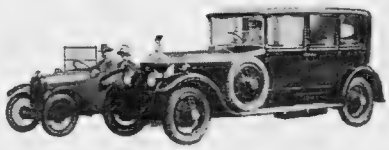

Sole World Exporters of Clyno 11 h.p. and 12/28 h.p., Hillman Cars and N.U.T. Motor Cycles.
ROLLS-ROYCE. Sole Authorised Exporters for Ceylon, New Zealand, and Continent of Africa, excluding French and Spanish Territory.

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The NEW 16 H.P. 6-Cylinder SUNBEAM

NEVER has such a high grade car been offered at so attractive a price as the new 16 h.p. six-cylinder Sunbeam.

A smooth running and powerful engine. Four-speed, right-hand gate change gear box. Light and effortless steering. Powerful four-wheel brakes. A chassis designed for strength, without an ounce of superfluous weight. Long cantilever rear springs for the maximum of comfort. Coach-work designed specially for this chassis—roomy, comfortable and exclusive in the refinement of its lines.

With roomy five-seater touring body

£550

Four-door Saloon Models from £675

See this new Sunbeam at Olympia (Stand 106). Compare it with the larger Sunbeams on our Stand. You will find this new model is of the same high quality that has always been maintained in Sunbeam products. It has all the reliability for which the older 16 h.p. Sunbeams were renowned, but with the many improvements which Sunbeam experience has produced.

THE SUNBEAM MOTOR CAR CO., LTD., MOORFIELD WORKS, WOLVERHAMPTON.
London Showrooms and Export Department: 12, Princes Street, Hanover Square, W.1.
Manchester Showrooms: 106, Deansgate.

includes a settee convertible into a double bed, a single bed, a wardrobe, a lantern roof, Jacobean oak interior, and automatic brakes. The acme of luxury in these vehicles is reached in the 12ft. touring caravan priced at £280, which is intended to be drawn by cars of 15 h.p. or over. This contains two double beds, roof lockers, and is constructed throughout of aluminium armoured plywood.

THE AUSTIN TWELVE TOURER IN SOUTH AFRICA

Austin, Stand 70 The Austin Motor Co., Ltd., of Longbridge, Birmingham, have made no striking departures from their general design, with the exception of the introduction of a new six-cylinder model rated at 23.5 h.p. The new engine has water pump circulation, forced feed lubrication and magneto ignition. The gear box is of unit construction with the engine, and there are four forward speeds with ball change. Foot-operated internal expanding brakes are fitted, and there are shock-absorbers to the front and rear axles. The new chassis can be seen with an enclosed landaulette, which has accommodation for seven persons. Equipment is most complete as on all models, and includes speedometer, Klaxon horn, clock, windscreen wiper, mirror, licence holder, spring gaiters, luggage carrier, and spare wheel and tyre carried at the rear. Another interesting feature of the Austin exhibit is that the bodies are of metal construction, ensuring great durability with lightness. They are finished in the new cellulose process, which is impervious to weather conditions. The Austin Twenty is shown as an open road tourer, and there are two models of the Austin Twelve—a five-seater saloon which sells at £350, and a five-seater tourer at £275. An accessory improvement on these two models is the horn switch, which can be operated without removing the hands from their position on the wheel, and there is an additional tool box under the bonnet scuttle. The main improvements in the Austin Seven are larger brake drums, a new lamp position, and a hinged bonnet.

Dunlop, Stand 514 One of the items of interest on the Dunlop Rubber Co.'s exhibit is a balloon tyre demonstration which shows how easy it is to fit and remove Dunlop tyres to well-base rims. The other exhibits include beaded-edge tyres with well-base rims, and medium pressure tyres with well-base rims. They have also on exhibition a complete range of Dunlop motor accessories, including floor matting, running-board mats, and other additions to the already extensive range.

GEORGE C. STEAD.

"For examples of superlative coachwork," OLYMPIA, Stand No. 55, Cubicle 87.

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There's no crush or crowding in these spacious Show-rooms. Here, under one roof, you can make a thorough inspection of the new models, and the car you select can be supplied on Deferred Payments spread over a period UP TO THREE YEARS. Isn't this worth looking into?

If you have a used car, we will make a worth while offer for it in part exchange for a new one.

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This Week—

Guide to the Show

Dated October 22.

What to see at Olympia and where to find it. Car exhibits described and position of stands indicated.

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Next Week—

Olympia Show Report

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A complete and authoritative record of a wonderful Show. Stand-to-stand report and illustrated survey of trend of design. Hundreds of illustrations.

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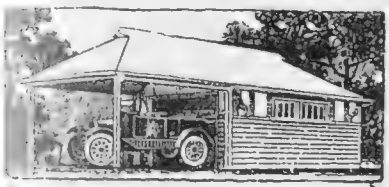

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A splendid Motor House.

Like all Browne & Lilly buildings this Motor House may equal others in cost, but its quality it shares with none! The name of its builders is the finest assurance that it is made of thoroughly weather-proof material, is soundly constructed to the smallest joint by expert craftsmen, and will last a lifetime. When buying a car you took care to make a safe purchase. Take equal care in giving the car good shelter. Own a Browne & Lilly Motor House. Prices from £44 : 9 : 0.

Write for our 104-page Free Illustrated Catalogue showing many types of Motor Houses, Chalets, Bungalows, etc.

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A Challenge

THE 20 h.p. Willys Knight Sleeve Valve Six surpasses any other 20 h.p. car in all-round road performance, combining the smooth, silent running of the sleeve valve engine with high efficiency six-cylinder design.

Its unique hill-climbing powers are confirmed by top gear ascents of :-

BIRDLIP	MAM TOR
SOUTH HARTING	SAWLEY BROW
PARBOLD	ASTON

and many other well known gradients throughout the country, but high efficiency design ensures also a speed of 65/70 m.p.h. and an average petrol consumption of 20/24 m.p.g.

The same brilliant performance is also a feature of the 25 h.p. Willys Knight—the only car to hold an R.A.C. Certificate for a successful journey from Land's End to John O'Groat's entirely in top gear.

We will gladly send a standard model Willys Knight anywhere in Great Britain for you to try because we know that after a fair road test you will endorse all our claims. Accept the challenge now—write for catalogue BR 1 and demonstration car to-day.

PRICES

20 h.p. Models

5-Seater Tourer	£375
5-Seater Tourer (English Coach-work)	£395
2/3-Seater with Double Dickey (English Coach-work)	£395
4-Door Saloon	£495

25 h.p. Models

5-Seater Tourer	£520
2/3-Seater Roadster with Double Dickey	£520
5-Seater Saloon	£695
7-Seater Saloon	£750

1927

OLYMPIA STAND No. 136

WILLYS-KNIGHT

SLEEVE VALVE SIX

MODEL 70 — 20·7 H.P.

Willys Overland Crossley Ltd., Works, Sales and Export Dept., Heaton Chapel, Stockport. London, 151/153 Great Portland Street, W.1. London. Service Depot: 111 Lots Road, King's Road, Chelsea.

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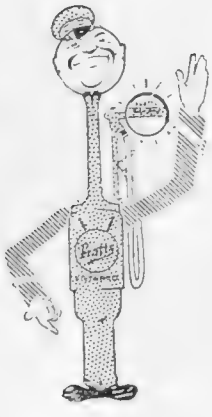
THERE ARE MANY GOOD CARS
but only one *supreme* petrol—

Discrimination in the selection of a car at Olympia becomes almost a fine art with so bewildering a choice of good cars—But discrimination in the choice of the spirit on which to run the car is simplicity itself, for the supremacy of Pratts has been demonstrated again and *again* and *again* throughout the year in such triumphs as :—



THE KING'S CUP AIR RACE (1926)
won on PRATTS

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Both Trophies and 72 of 74 Gold Medals
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THE SERRIED ranks of British Cars at Olympia are a brilliant tribute to the superiority of British motor design, British coach-building, British materials, British workmanship and British accessories. No other country has ever produced a car so perfectly suited to British motoring conditions, so economical to run, with so admirable a combination of endurance and flexibility, and so slow to depreciate in value. For the sake of your pride and your pocket buy British at Olympia.

A British Car is a car made entirely in the British Isles of British materials and fitted with British made tyres and accessories.

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BRITISH CARS FOR BRITISH FOLK

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FRICTION LININGS

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Reliability & Economy

British Goodrich Tyres Fitted as Standard.

Royal Automobile Club 1,000 Miles Small Car Trial
SPECIAL AWARD
for Hill Climbing, Consistent Reliability and Condition after Trial.

If you want unfailing reliability in your car, coupled with ample power and comfort, get a Lea-Francis, the merits of which are proved again and again in open competitions.

For 1927 an entirely new model is offered, a 14 h.p. Six Cylinder Touring Car which embodies the cumulative experience gained in two years of participation in all the principal trials on road and track.

You must see it, either at Olympia or at your leisure in our showrooms.

There are Lea-Francis quality cars from £210.

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LEA & FRANCIS LTD. Lower Ford Street, Coventry
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HOTCHKISS

Public opinion places The Hotchkiss high above all others

15·9 H.P. Weymann Saloon .. £550

STAND No. 56 AVENUE K.

LONDON & PARISIAN MOTOR CO. LTD.
87, DAVIES STREET, LONDON, W.1.
"Phone: Mayfair 6161. "Grams: "Condor, London."
SERVICE DEPOT: NEWCASTLE PLACE, EDGWARE ROAD, LONDON, W.2.

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THE 18/50 h.p. Crossley Six is a *proved* car. A large number have been in the hands of owners for over a year and every one is giving complete satisfaction. The Crossley Six, therefore, comes to the Show a proved car. There is nothing experimental or untried about it. It can be purchased with complete confidence. The 18/50 h.p. Crossley has been repeatedly described as the Ideal British Six. It has a brilliant road performance, excelling in acceleration, hill climbing and speed, but its great charm lies in its smooth, effortless running. Driving it reveals this characteristic and a marked feature of the many congratulatory letters received by the manufacturers is the stress laid on the ease with which the car can be driven and its unique quality of responding to every mood.

Prices :

5-str. Touring Car	£675
Fabric Saloon	£720
*Enclosed Limousine	£875
*Enclosed Landaulette	£895

* Long wheelbase chassis.

Ask also for details of the famous
14 h.p. CROSSLEY
Undoubtedly the finest value in its class
Touring Car
£350

Fabric Saloon	£425
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Olympia

October 22nd-30th

STAND No. 70

IF you really appreciate VALUE, then a careful and critical comparison of the hundreds of cars which will be on view at Olympia must make "Austin" your ultimate choice. Throughout the 21 years of their existence, value has been the great outstanding feature of Austin Cars, and never was it more conspicuous than in the current models. Designed for maximum efficiency and built for the hardest of hard service, Austins are supremely comfortable and as handsome in appearance as any in the world.

AUSTIN TWENTY SIX-CYLINDER - £775
AUSTIN TWENTY FOUR-CYLINDER from £450 to £650
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Austin

THE AUSTIN MOTOR CO., LTD., LONGBRIDGE, BIRMINGHAM
LONDON SHOWROOMS: 479-483, OXFORD STREET, W.1 (*Near Marble Arch*).

BIG LITTLE THINGS

By "THE KENNELMAN"

At a reunion of doggy folk the other day it was asserted with cheery confidence that every third family in the kingdom included a Dog. The statement was based on the facts regarding this year's issue of licences, which show that, allowing for the unlicensed shepherd and farm Dogs (not to mention the pitiful army of the homeless strays) there must be over three million Dogs in the country. But this is far from meaning that every third household includes a canine member, and that for the simple reason that many have half a dozen, some have fifty, and a few maintain on average double the latter number. Then there's the tragical army afore-mentioned, few in whose ranks are licensed. Commenting on these things, a correspondent who has just returned from Holland writes:—

"The moral is obvious, and every British friend of Dogs should act on it, and urge its teaching upon others: Do all you can to prevent the propagation of mongrels, and to stimulate the exclusive keeping of pure-bred specimens of pedigree strains. There's nothing to object to in licence fees, and cats ought to be licensed too. The greater the proportion of animals in any given race that possess definite market value, the better the prospect for all of them being decently cared for, and living decently happy lives. I don't remember seeing happier-seeming or better-conditioned Dogs anywhere than the draught-Dogs of Holland; well-fed, well-groomed, carefully housed and sheltered, on the best of pally terms with their owners, and all, of course, possessed of definite market value."

Doggy folk generally are proud of the fact that their efforts over the big charity Dog show at Ranelagh last April yielded no less than £2000 for the Middlesex Hospital Reconstruction Fund. This success was in no small measure due to the generous initiative of Spiller's Victoria Foods, Ltd. (makers of Saval and other invaluable Dog foods), of which that keen Dog-lover, Mr. Cuthbert Allen, is managing director, and fanciers will note with satisfaction that Mr. Allen has now been appointed a Life Governor of the Hospital.

Though frequently given the sanction of printed publication, and by self-appointed advisers who ought to know better, it is wrong and misleading to state that "meat should be given to Dogs in substantial *chunks*, and not cut fine or minced. The chunky lumps encourage chewing, which is helpful to the Dog's teeth and digestion." The best way to encourage adequate mastication—which, of course, *is* important—is to mix fair-sized pieces of *dry*, hard biscuit in with the meat. In any case, thick chunks are bad (especially for small Dogs) because they don't lend themselves to penetration by the gastric juices. While it is not necessary to mince meat for grown Dogs in normal health, it should always be cut thin.

Nobody can dispute the value of practice in any such matter as the breeding of Dogs, but "The Kennelman" has more than once or twice ventured to stress the importance also of preliminary study of *theory*. A correspondent seeking advice regarding the purchase of a young Wolfhound says: "The price is distinctly moderate, and though she is too unsound in front to be any good for show, that won't make much difference to me, *as I really only want her to breed from.*" Here you have the danger of ignorance of theory. *Never* is it wise to breed from unsound stock. Not only is unsoundness in an individual often transmitted, it is also often aggravated and increased in transmission. Especially among the tall, big breeds, a bitch "unsound in front" should *never* be bred from, however good her pedigree may be.

Pyrene TRADE MARK
OLYMPIA STAND 407

SAFER MOTORING EQUIPMENT

SAVE YOUR CAR from FIRE!

See that the Pyrene Fire Extinguisher is always on your Car ready to put out a petrol blaze before the damage is done. Pyrene prevents you from being stranded, helplessly watching your car burn miles from anywhere.

Pyrene TRADE MARK FIRE EXTINGUISHER

PYRENE BUMPERS.

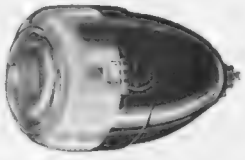
PYRENE MODEL.

The Pyrene two-bar spring steel bumper has a central laminated spring buffer to increase shock absorption. Made in two sizes for light and medium cars.

BIFLEX. The ideal bumper protection for heavier cars—has minimum overhang weight with maximum impact resiliency.

HALLADAY. Massive two-bar and three-bar models specially built for the larger cars.

MOONBEAM
NON-DAZZLE HEADLAMP.



With the Moonbeam Headlamp fitted car dimming or switching off is quite unnecessary. You have plenty of light ahead and no dazzle for drivers of oncoming vehicles. Invaluable on foggy nights.

Awarded R.A.C. Gold Medal.

OFF 'N' ON NON-SKID CHAINS.

Essential for every Car Owner in winter motoring. They give you confidence and safety on the most treacherous of roads. On in a moment, off in a moment—and *no jack needed.* The self-tightening locking device holds the chain firmly, but permits easy removal when required.

Write for these FREE Folders:

Folder PB. (Pyrene Fire Extinguisher). **Folder BB. (Pyrene Bumpers).**
Folder MB. (Moonbeam Non-Dazzle Headlamp). **Folder CB. (Off 'n' On Chains).**

THE PYRENE COMPANY LIMITED.,
Makers of Safer Motoring Equipment,
9, Grosvenor Gardens, London, S.W.1.

Telegrams: "PYRENEXTIN, SOWEST, LONDON." *Telephone:* VICTORIA 8592 (3 lines).

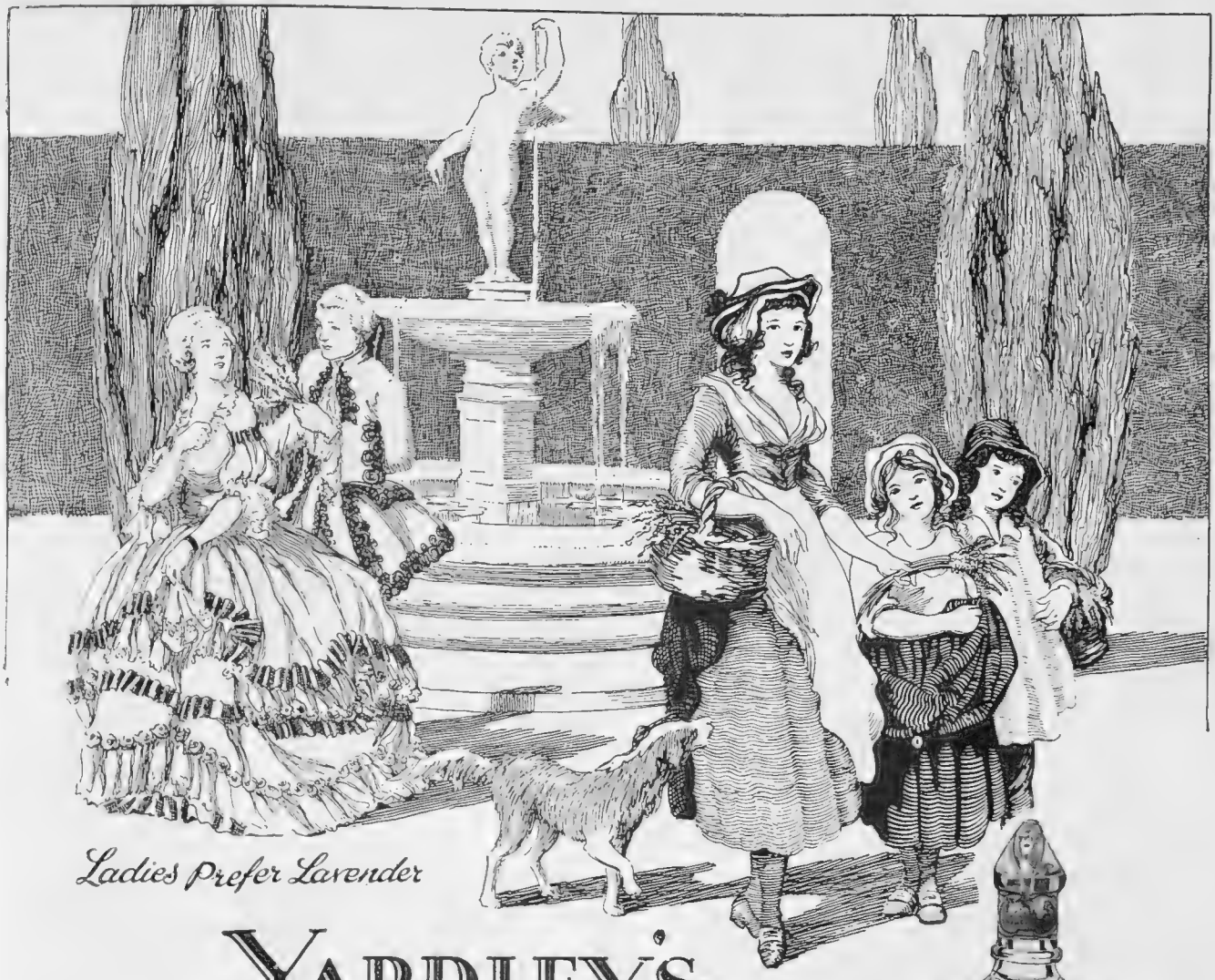
ACME TIE PRESS

100% Efficiency

USE an Acme Tie Press and make your Ties look better and last longer. Its efficiency is assured by the "Tie-Q" which is inserted in the Tie to straighten out the creases before pressing. A Tie from the press is as new and ensures that smart appearance essential to the well groomed man. Prices from Two-and-Sixpence each in any of the Meakers Shops.

There is also the Acme Trousers Press with a beautiful inlaid design which should be seen.

MEAKERS
37-38 CHEAPSIDE, LONDON, E.C.2
THIRTY LONDON SHOPS



Ladies prefer Lavender

YARDLEY'S
Old English
LAVENDER

THE FINEST LAVENDER PERFUME MADE. For generations the world of beauty and fashion has cherished the elegance of its fragrance and the charm of its wonderfully refreshing and reinvigorating qualities.

As a perfume it is always delightful and when overheated or tired, how pleasantly cooling and refreshing when applied to the skin.

In the sick room it is invaluable.

Prices per Bottle from 3/-

The Lavender Perfumery also includes:
Lavender Soap (Luxury Soap of the World), box of three tablets, 3/-; Face Powder, 2/6; Face Cream, 1/6; Compressed Lavender Blossom Sachets, box of six 3/-. Bath Salt Tablets, box of six tablets, 1/6.

Gift Cases from 5/-

Of all Chemists, Coiffeurs and Stores, and from:

YARDLEY
8 New Bond St. LONDON

Paris: 24 Avenue de l'Opéra

VIROL SAVED THIS BOY'S LIFE

TO-DAY
William Coppin
Age 16
showing the permanent effect of Virol—

Compare with photos in panel below:—

Before taking Virol
William Coppin, age 12 mths

After taking Virol
William Coppin, age 2 years

"Look here, upon this picture, and on this."

Before Virol: a mere skeleton, just under a year old and weighing less than 9 lbs. "It was thought he would not live."

After Virol: he began to improve directly, and at two years was a fine well-developed child, who "never ailed anything."

To-day: a well-made, healthy boy of 16—just one of thousands of cases that owe growth, health and even life to Virol.

Strengthen *your* child against the attacks of winter and epidemics by giving Virol regularly. 40 million prescribed portions of Virol were given in 3,000 hospitals and clinics last year because of its proved effect on growing tissues.

VIROL

JARS, 1/3, 2/- & 3/9. VIROL LTD., EALING, LONDON, W.5

BY D'EGVILLE

BOISSONS (Drinks)

"LADIES AND GENTLEMEN."

Fair words flowing freely—a note of understanding—
a touch of humour—a tone of genial brightness—
a good speech always pleases mankind and so does—

DEWAR'S

Femina

CUPBOARD-BEDS

By MRS. M. VINCE

I WAS looking not long ago at a Scandinavian cottage several centuries old. It was built of massive timbers, its roof was covered with turf. No one lives in it. It stands now in a public park. There is one living-room, and the bed is a box against the wall in the chimney-corner. The bedding no doubt would be straw. Under the bed itself is a cupboard with two or three small round holes near the bottom. In this cupboard the hens were kept. Through the round holes they could, without getting in anyone's way, look out on the life in the cottage and pick up the food put down for them. A very simple and practical arrangement in a small house, both for sleeping and keeping poultry.

I HAVE not seen this ingenious arrangement in any English cottages; but the cupboard-bed is not uncommon. There is, for example, that curious bed described in "Wuthering Heights." It was an oak chest which had sliding doors, and square holes were cut in the doors near the top. It is more curious still that this cupboard-bed had, on the other side, a real window.

MISS ROMA JUNE *E. O. Hoppé*

Who is to give a recital at the Wigmore Hall, on Tuesday, October 26. Before taking up concert singing she was well known on the musical comedy stage, having played the lead in "The Chocolate Soldier" and Gloria Quayle in "The Christian" in London, in addition to playing in musical comedy and straight comedy in America

N. A. Moss

PLAYING AT THE PALLADIUM

Miss Lilian Payne, who is playing a leading part in "Life" at the Palladium and also understudying Miss Clarice Mayne. She is the step-daughter of Mr. Louis Sterling, the Managing Director of the Columbia Graphophone Company

FOR centuries the box and the cupboard remained the basis of the bed. It might have posts and canopy, elaborate carving and embroidery, and feathers instead of straw to make it soft and warm, but until within living memory it remained in its essentials to a great extent the same as that wooden box in the Scandinavian cottage.

THE idea of sleeping inside a cupboard remained as long, and even a little longer. It remained even when there was no practical need for it. We make a virtue of necessity, and I suppose that the cupboard-bed, which at first was a necessity due to want of space, in the end was desired for its own sake. Because people had had to sleep in it, they came to think it the only comfortable and cosy and healthy way of sleeping. For what, after all, was the four-poster bed with its curtains drawn all round except an elaboration of the cupboard idea? You shut yourself away in it, as far as possible from light and air. Going to bed in those beds must have been almost as solemn as being buried. In fact, some of them were actually decorated with large funeral plumes, as you can see, for example, in the beds at Hampton Court.

IT was not until the middle of the nineteenth century that the mediæval bed disappeared. Then the spring mattress and the brass bedstead began the modern era. It is very interesting to see with what horror some people at that time regarded the old wooden box-bed with its feather-mattress. I have a mid-Victorian book the writer of which would as soon have slept in a fever ward as in a wooden bed. Brass or iron was to her not only cleaner and more healthy, but "more cheerful." That was because a wooden bedstead to her meant carved

A WEDDING IN BELGIUM

The Comte Guy de Beaufort and his bride, formerly the Comtesse Emma, daughter of the Comte de Lie de Kerke, late of the Diplomatic Service. The bridegroom is son of the Marquis and Marquise de Beaufort

posts and canopy and curtains. She could not imagine a simple bed of wood. But now, although we have kept the spring-mattress we have returned to wood, and the brass bed is as extinct as the hansom-cab.

EVEN when, with brass bedsteads and spring mattresses, people seemed to have finished entirely with the old box-bed, they still were loth to give up the cupboard-idea. Brass bedsteads were made with curtains at the back and little curtain-rods at the sides. Valances were carefully tied round the sides and ends of the beds, and in the book from which I have just quoted, those who "dislike the bare appearance of an uncurtained bed" are told how "to drape an alcove" for it. In that there is no sound sense. The curtains round the bed served a practical purpose, even though it was an unhealthy one. But the draped alcove was simply an arrangement of curtains which did nothing but collect dust above the sleeper's head.

LITTLE by little all the useless drapery has disappeared. Beds have become more and more simple, and the simplest is the divan bed, which became fashionable only a year or two ago. But now we are returning again to the past, as we often do—with a difference—to the old cupboard-bed. The difference is that we are not asked to sleep in the cupboard. The bed stays there by day, and is brought down into the room at night. You can get beds which by day are concealed in almost any piece of furniture, according to the room—in settees, in wardrobes, in china-cabinets, in sideboards, in bookcases, in desks. Just the same necessity has designed these combination bed-desks and bed-sideboards as designed the cupboard-bed at Wuthering Heights, or the combination bed-and-hen-house in that old Scandinavian cottage. In this crowded and expensive modern world of ours we are trying to live in as little space as we can.

M. V.

Gilbert René

A PARISIAN TABLEAU

Harry Pilcer and Mlle. O'Nill in a scene from the new revue, "Palace Aux Femmes." This is being produced at the Palace Music Hall, Paris

Helping Little Feet to Grow up Healthy and Strong

Vital Importance of Fitting Children's Shoes Correctly —Effects in After Life—Grave Responsibility for Parents

Babers of Oxford Street have been responsible for the proper care of thousands of little feet.

ONE of the gravest features of modern life is the prevalence of foot troubles of all kinds. *And in nearly all cases the trouble arises simply from wearing shoes which are neither made nor fitted correctly.*

A Grave Risk.

Obviously the danger is greatest during childhood, when the bones of the feet are but half formed. Yet how many parents realise that every time they buy shoes for their children they run a grave risk of permanently injuring their feet, and causing malformations which may seriously affect their health and happiness throughout life? That is hardly the parents' fault, neither is it the fault of the average shoe shop—it is the fault of the whole system which allows people without scientific knowledge, to deal with the delicate and important structure of the foot.

A CONSULTATION.

At 309, Oxford Street.

It was in the belief that practically every foot trouble could be either prevented or cured simply by correct, scientific methods of fitting, that Babers founded their remarkable organisation at 309, Oxford Street. They gathered together a trained staff of orthopaedic experts, whose business is "foot fitting" rather than "shoe selling." Instead of the ordinary 24 (or less) stock sizes, Babers found it necessary to stock over 100 sizes, each differing a fraction of an inch in length or width. They evolved an entirely new scientific method of fitting, known as the "Heel-to-Ball" method, which enables them to fit every foot perfectly, no matter what style of shoe is required.

If Parents only Knew.

It cannot be too strongly urged that modern scientific foot fitting in childhood can *prevent* foot troubles.
Few parents would deny their children proper qualified treatment for their teeth or their eyes—yet there must be many who do not realise that the feet are just as important, and demand equal care and consideration. Let Babers demonstrate or advise free of charge.

See for yourself at Babers of Oxford St.

Number 309, midway between Bond Street & Oxford Circus.

"Where your feet receive the care and thought they deserve."

Babers would welcome a visit at any time, and would be glad to demonstrate and explain their methods. They therefore extend an open invitation to parents or any others who may be interested, to call and "see for themselves." Medical men are specially invited to investigate.

Babers Ltd. Jersey.

THE PARTNERS: *It should be stated, for the benefit of those who did not see the previous Sandeman advertisement, that these two portraits personify the characteristics of the Sandeman family. The elder represents Sandeman conservatism; and the younger, Sandeman enterprise, which happy business combination has controlled the policy of this firm since* 1790.

The elder partner is not altogether won over to advertising the Sandeman Ports. The younger is urging him. . . . .

Conservatism and Enterprise

JUNIOR PARTNER: "It is not at all undignified, sir. Advertising is the corollary of the modern business methods."

SENIOR PARTNER: "'Pon my soul, modern business methods seem to me to have little in common with old port!"

JUNIOR PARTNER: "That's true on the production side, sir. But we must also think of the other side. Advertising will ensure that the public know where to look to get the real, true-to-tradition quality. Also . . ."

SENIOR PARTNER: "Also what, pray?"

JUNIOR PARTNER: "Also, we must realise this, sir. To-day there are cheap, inferior ports on the market, and you surely don't want the public to think that these are representative of—well, representative of our own port, for instance!"

SENIOR PARTNER: "Let me see how you propose to advertise. If it can be done without violating the traditions of this House, I will consider it!"

THREE STAR 6/- PICADOR 7/6 PARTNERS 9/-

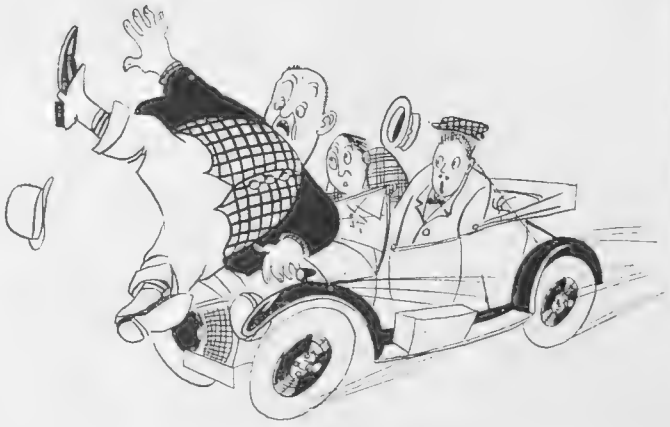
SANDEMAN'S PORT

Thumbnails from Throgmorton Street

FLOATING A COMPANY

DOUBLE ENTRY

A GENERAL MEETING



CARRIED FORWARD

LIQUIDATION

PROCEEDING TO ALLOTMENT

Fouet.

SKETCHES BY FOUET

AN ARTISTIC RENDERING OF THE MORE PICTURESQUE SIDE OF COMMERCIAL LIFE

A BYSTANDER among the BOOKS

by Ralph Straus

IT is to a mixed lot of oddities that Judge Parry introduces you in his new book, *Vagabonds All* (Cassell: 21*s.* net)—a mixed lot, but, with one marked exception, a not unlikeable lot. Your vagabond, of course, need not necessarily be a rogue, although he often is. He can be of the "beloved" sort, and no man's enemy but his own. Here there are criminals, but there are also wits: most important, there is Judge Parry with his whimsical, but, on occasion, most legal, pen at work for your delectation.

He begins with The Claimant. To the present generation that astounding affair of the 'seventies may not be very well known, and perhaps it is necessary to insert the word "Tichborne" before Claimant. Here, indeed, the author soon shows his metal, for he makes you understand more or less *how* the apparent impossibilities came to be: how and why the Wapping butcher was almost inveigled into the fraud, how and why old Lady Tichborne "recognised" him, and how and why all England took sides. The Claimant was a rogue, but he was almost as much sinned against as sinning.

There follow sketches of two curious creatures who enjoyed much worldly success and a few misfortunes. The beautiful Mary Ann Clarke must have been a remarkable woman, but her career shows how dangerous, if paying, it can be to mix public with private affairs. As for Mr. Daniel Home, that egregious humbug might have gone down to posterity as a fascinating person with peculiar powers except for one unfortunate financial transaction which came into the Courts. His "spirit" friends certainly looked after him very well most of the time.

It may appear surprising to find Sam Foote in this gallery, but for years he was, technically speaking, both rogue and vagabond, in spite of his ancestry and his gifts. Robin Hood's appearance is also unexpected. Of the others, Bampfylde-Moore Carew was as picturesque a fellow as you could wish for; Hatfield and Mary Bateman interesting impostors; and Madame Rachel the most pestiferous "bad lot" that the century produced. The book is full of good entertainment, and is written with that light touch for which Judge Parry is deservedly renowned.

*

I HAVE been vastly amused by a first novel called *The Knot of Reluctance* (Philip Allan: 7*s.* 6*d.* net) by Barbara Goolden. It is written with such good humour and wit that its improbability matters not at all. The half-dozen people who become mixed up in a comedy of errors may be wholly untrue to life off the stage, but they are such very good fun, and the things they do and say are so genuinely funny, that any criticism on that score is unnecessary.

What does matter is that Miss Goolden really can write. There is both grace and distinction in her work. Indeed, it is difficult to believe that the book is a first novel. And she has an ingratiating trick of running off at unexpected tangents, and showing you what a keen and ironic observer of real life she can be. The most preposterous scenes, moreover, are described in such a way that you are quite prepared to accept them as authentic. The book, indeed, is bubbling over with good spirits, and I can warmly recommend it to all.

*

THE public school system just now is being severely attacked in several quarters, and with various weapons. I commend to your notice, if you are interested in the question, a wholly unusual and most intriguing novel by Mr. "Kerr Shaw," called *For Sons of Gentlemen* (Dent: 7*s.* 6*d.* net). Here an aspect of the matter that is not often touched upon fills up the background. As everybody knows, a number of the older "public schools" were founded piously enough for "the poor," and to-day they are more or less given over to the rich. Is this right?

I will not say what the author's own views are, but in his record of the vicissitudes of Straye School he has written a most moving book which no public-school boy will read without "furious" thought. In the old days Straye lived on its traditions; it had its boarding-houses, and London had not yet cast its tentacles round its sacred meadows. But an absconding solicitor and the War and the growth of the Metropolis brought about ruin. And then the old traditions had to go by the board. A tragedy? Well, the ending is not, perhaps, so tragic as the die-hards might suppose. The book contains none of the usual attributes of a school story—hardly a boy is mentioned—but it is strangely dramatic and of absorbing interest.

*

THERE is something about a pirate which can rouse admiration in the breast of the law-abiding citizen. Probably the biggest pirate book ever written was the lurid work, written by a Captain Charles Johnson, which was first issued two hundred years ago. It was called *A History of the Robberies and Murders of the Most Notorious Pirates* (Routledge: 25*s.* net), and you may now buy a copy, very beautifully printed, with any number of perfectly glorious illustrations—shootings and hangings and lovely horrors of that kind—including the celebrated "cut" of those two Amazons, Ann Bonny and Mary Shaw. (Yes, there were even wild women in those days.)

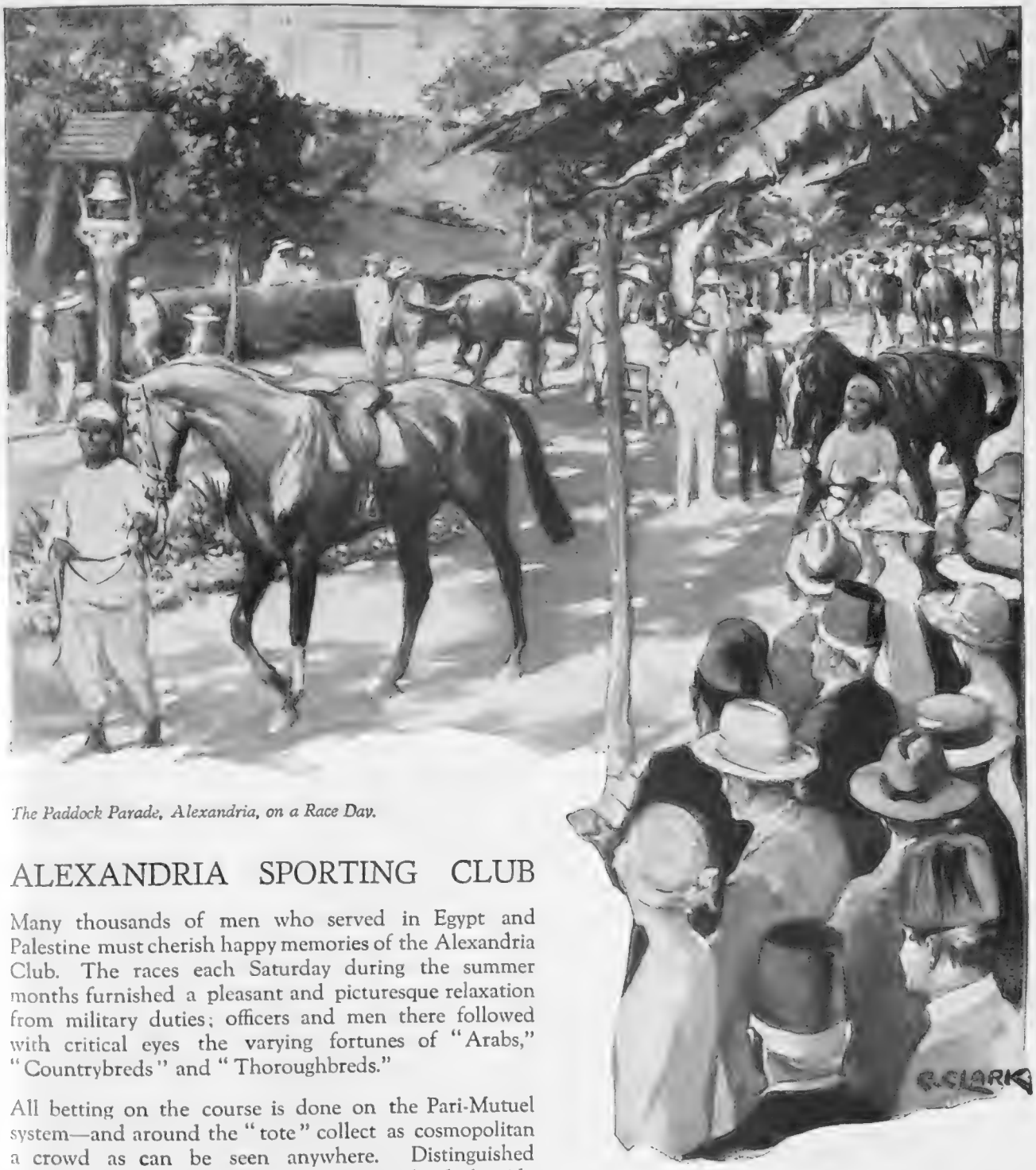
As for the Captains—you could hardly expect to be treated as a proper pirate under that rank—they were about as bloodthirsty a lot as you could hope to meet in a day's march. And they were not particular about the scene of their operations. The West Indies, the Gold Coast, Madagascar, the East Indies—there were "little wars" in all these delectable spots, and Capt. Johnson seems familiar with them all. In fact, one is almost inclined to believe that he himself——. No, we must not be libellous, and at any rate he was never hanged. His book certainly makes very good reading.

R. G. Nichols

MR. ERIC MARSHALL

A photograph of the famous baritone, who is a keen horseman. He is giving a recital at the Wigmore Hall on November 4, when his programme will include the Ziguner Lieder of Brahms

FAMOUS SPORTING CLUBS OF THE WORLD



The Paddock Parade, Alexandria, on a Race Day.

ALEXANDRIA SPORTING CLUB

Many thousands of men who served in Egypt and Palestine must cherish happy memories of the Alexandria Club. The races each Saturday during the summer months furnished a pleasant and picturesque relaxation from military duties; officers and men there followed with critical eyes the varying fortunes of "Arabs," "Countrybreds" and "Thoroughbreds."

All betting on the course is done on the Pari-Mutuel system—and around the "tote" collect as cosmopolitan a crowd as can be seen anywhere. Distinguished members of the Corps Diplomatique stand side by side with Egyptian Effendi and the romantic-looking Sheik of some ancient desert tribe, whilst in the cheaper ring the British Tommy holds his own as usual with the hundred and one nationalities represented there.

The Club was formed in 1889 as a racing club pure and simple; but Polo quickly followed, and now the devotees of Football, Tennis, Hockey, Bowls and Croquet have their separate locations in the spacious and extensive sports grounds. An 18 hole Golf Course has been added and provides an interesting change from our own grass grown home links.

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THE SLAVE OF THE RING

By Jack Gordge

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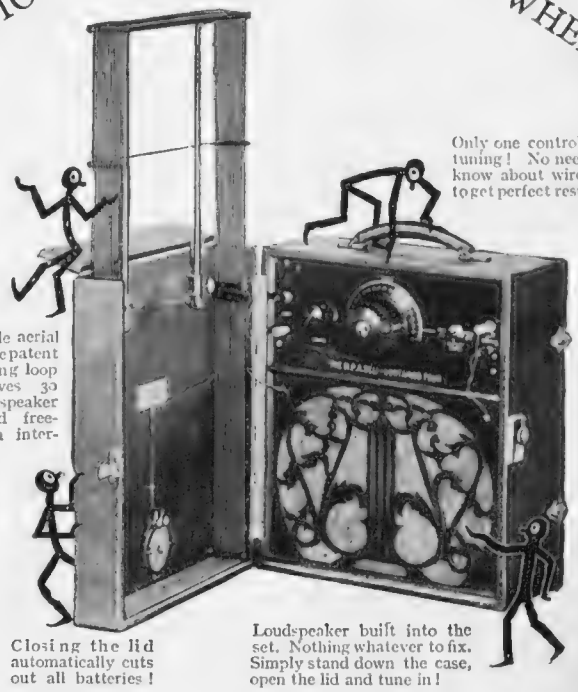

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FREE
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In a few days you can make a great difference in the colour of your teeth. Can literally change your whole appearance. Can restore "off-colour" teeth to gleaming beauty. Can firm your gums and give them healthy, natural colour.

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It clings to teeth, gets into crevices and stays. It lays your gums open to bacterial attack and your teeth open to decay.

Now new methods are being used. A dentifrice called Pepsodent—different in formula, action and effect from any other known.

It accomplishes two important things at once: Removes that film, then firms the gums. No grit, judged dangerous to enamel.

A few days' use will prove its power beyond all doubt. Send the coupon. Clip it now.

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This very charming frock is of lamier cloth in beige rosé shade, with georgette collar and vest, and dainty bolero effect. **14 Gns.**

MATERNITY GOWNS AND CORSETS, LAYETTES COTS, etc., also GOWNS, WRAPS AND MILLINERY (for normal wear).

SEPARATE CATALOGUES are issued for the above. Kindly apply for any of interest to you.

BARRI, Ltd., 33, New Bond St., W.1

BYSTANDER BRIDGE

BE DEFINITE

By A. E. MANNING FOSTER

It seems almost silly to say that at Bridge you should have a definite aim, but in my experience many players carry on in such a desultory fashion that, to all outside appearances at any rate, they do not seem to have any settled plan of campaign. They seem to be content to pick up a trick here or there without any definite idea at the back of their heads of how to make the most of their hands or combine with their partners. At the risk of being terribly elementary, let me then suggest the goals a player has before him at the beginning of the game either as Declarer or Defender :—

To win the game.
To save the game.
To get the contract
To get over tricks or slams.
To down the Declarer.

. . . . . .

The importance of the first two goals is recognised by most players, but in other cases when there is no chance of the game being lost or won a great many indifferent and careless people play a hand-to-mouth game, getting what tricks they can without regard to the result. How often, for instance, does this sort of thing happen :—

Z is left with a contract of "One No-Trump." Game is impossible, but he can get his contract. Instead of that he tries for a finesse which fails, and in consequence loses the odd trick. Result: 50 points down instead of winning 10 below the line.

This is a most unprofitable and foolish venture, and yet it is done day after day by players with no goal before them and with no precise idea of the position at the time of deciding for or against the finesse.

. . . . . .

On the other hand, you find players who, even when game is certain if a finesse comes off, will not take the risk. This is to fly to the other extreme. Say, for instance, you have contracted to make "Two No-Trumps," and you have already made one No-Trump. A successful finesse will give you three No-Trumps, but if it fails you go one down. It is sound to try the finesse and risk going down one on your contract, because the risk is worth while.

When you are Declarer, as soon as the first card is led and Dummy's hand is exposed, make a plan of campaign. It may be that as the game advances your tactics will have to be changed. But never mind that. Start off with a definite idea, so that each trick is part of a clear plan of campaign and not an isolated act of clutch or grab. Each move in the game should be part of a plan to reach a destined point, and each trick will show whether your chance of success is increasing or diminishing. When the developments of the game necessitate the substitution of defence for attack, the decision must be prompt and the action vigorous.

. . . . . .

Always keep the score. Don't rely upon your partner or opponents to keep you informed. Again and again you hear a player say apologetically, "Partner, I am sorry. I ought to have played the Ace, but I did not see at the moment that it would have saved the game."

Slovenly stacking of the tricks often misleads a player as to the correct position. If your partner collects the tricks and stacks them badly, you should ask him to keep them in an orderly fashion, so that you can see at a glance, without showing that you are looking, the exact position of the game at a critical moment.

In the etiquette of the game it is stated that tricks should not be stacked or formed into a book, but should be so arranged that they can be easily counted. This has led to some misunderstanding. It does not mean that the tricks should not be placed trick by trick in an orderly fashion by the collector's side. But it means that when the "book" is completed it should not be stacked so as to show the position.

When your goal is to save the game you should see at the start how many tricks you have to get, and keep that number always in mind.

Remember the old proverb about "a bird in the hand."

Vickery's for Smart Jewellery

Watches, Vanity Cases, Bags, &c.

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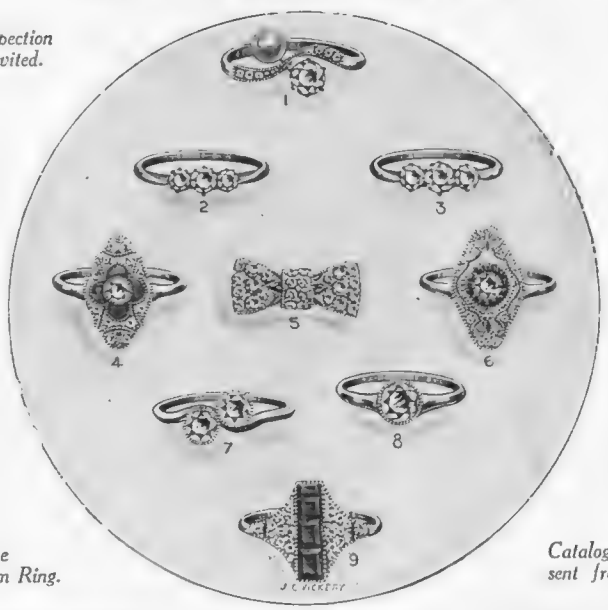

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By Appointment Silversmith etc. to H.M. the King Jeweller to H.M. the Queen Silversmith to H.R.H. the Prince of Wales

LITTLE GIRLS' PARTY FROCKS OF EXCLUSIVE DESIGN

DAINTY PARTY FROCK made in silk Georgette with underskirt of taffeta; the wide tucks of the skirt are threaded with a deeper shade of ribbon, and the bodice and waist are trimmed to match. The spray of flowers is hand-made and the collar and cuffs are of narrow lace.

In sizes 26, 28 and 30 ins.
In size 26 ins:

PRICE **7 Gns.**

Rising 10/6 each size.

Sent on Approval.

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An announcement of importance to lovers of pearls

FROM the day when the House of Técla first amazed pearl-lovers by creating these inimitable treasures in their own laboratories, one experiment after another has resulted in the attainment of absolute perfection in pearlcraft.

But the very latest discovery born of Técla research will undoubtedly have more far-reaching results than all past efforts, for it has now become possible for Técla Pearls, with all their supreme qualities, to be offered at considerably less than their former prices.

How this has been attained is, like the processes for creating Técla Pearls, an exclusive secret. But it is now an accomplished fact that Técla Pearls are within the means of almost everyone. A Técla Necklace can be obtained for £3 3s. And that is a momentous achievement.

As in the past, Técla Pearls bear the far-reaching guarantee of a House that has for a quarter of a century held the supreme position in the art of pearl reproduction.

All lovers of fine jewels are invited to visit the Técla Salon, where can be seen wonderful reproductions of the finest pearls from the Orient, Rubies, Emeralds and Sapphires, all mounted with genuine diamonds, in platinum and gold settings, individual in character and of exquisite design. A post order department has been opened for the convenience of those unable to pay a personal visit.

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Horace Hodges and Billy Speechley get a bit of a shock in "After Dark" at the Comedy. Their fears, however, prove only skin deep

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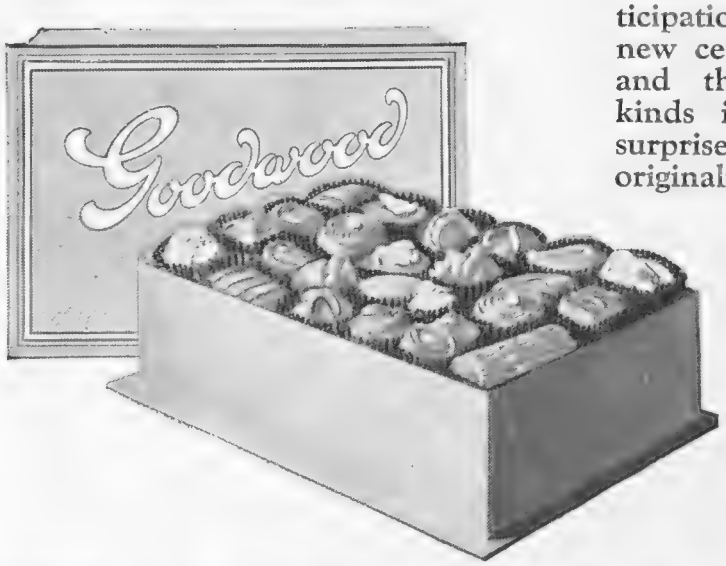

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Painter of well-known sporting pictures, the best known being "The Meat," "The Derby Round," "Bombay Duck in Flight."

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M. 1910, Sir John Hearty, Bart., M.F.H., D.S.F., four s., two d.

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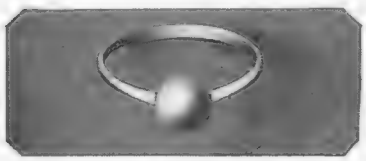
No. 54.—Fashionable Drop Ear-rings set with Ciro Pearls, **£1 1 0** per pair.



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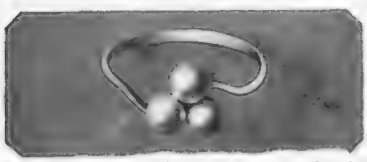

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IT is admitted that Ciro Pearls give social distinction and added charm to every woman fortunate enough to possess them. It is equally well known that the leaders of Society wear Ciro Pearls, often side by side with their priceless real pearls. Such connoisseurs are careful to select only true Ciro Pearls, because they alone reproduce with absolute fidelity all the subdued glow, subtle iridescence and indefinable colouring of the real Oriental pearl.

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On receipt of One Guinea (or C.O.D.) we will send you a necklet of Ciro Pearls, 16 inches long, with gold clasp, or any of the Ciro Pearl jewels shown on this page, complete in case. Wear for a fortnight and compare with any real pearls. If you can detect any difference, return to us and we will refund your money in full. We are pledged to please you—always.

Write for Illustrated Catalogue of Ciro Pearls No. 7, post free.

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FASHION'S FANCIES

By MRS. JACK MAY

FOR THE MODERATE PURSE

A smart coat of pony skin, in a deep rich brown, by Percy Vickery, 235 Regent Street. It is finished with a collar of brown fox or beaver, and lined with crêpe de Chine

Sketch by Helen Havers

Impressive Fur Values

WARM clothes in every branch promise to be an obsession this winter, the short but exceeding sharp reminder the end of last month serving to bring us all to attention; though this can scarcely be accepted as the direct reason why the establishment of Percy Vickery, 235, Regent Street, W., is overflowing with customers all day and every day. A condition alone accounted for by the incredibly fine value provided by this expert furrier. Though he does not disdain the use of skins that are not exalted in character, all skins employed must be the best of their kind. Hence the appreciation accorded pony skin coats.

The example pictured in dark rich brown carries a collar of brown fox, and, lined *crêpe de Chine*, is exceedingly moderate at 35 guineas. A similar model, with beaver collar, comes out at 29 guineas. But every taste and purse seem to have been taken into consideration by Mr. Vickery.

Beautiful Gowns from Paris Model Houses

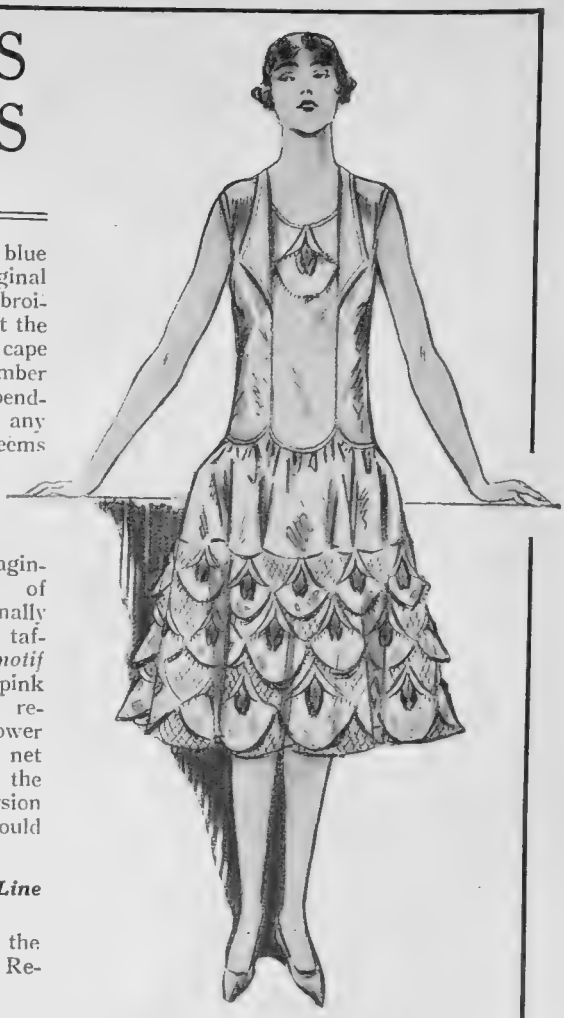
WHEN it is recorded that such names as Jenny, Michelle, and Lelong figure in a display of evening and afternoon toilettes to be seen at John Barker's, Kensington, it is surely superfluous to add that this is a collection exacting early attention; also, that it is of the customary lavishness associated with this house. There is recalled a blue silk *marocain* boasting a most original three-tier skirt, some *diamanté* embroidery, discreetly applied, occurring at the hip line, and a square, loose, short cape at the back. Quite a significant number of the dresses show these cape appendages, which seem to become almost any type of figure. No taste, however, seems to have been overlooked in these *salons*, as may be gathered from the pictured period dance frock. This is frankly one of the daintiest, prettiest examples imaginable, and embodies a wealth of fine workmanship. The exceptionally charming corsage is of china-blue taffetas, the revers flanking a petal *motif* of the same blue, with a small rose-pink centre, a decorative detail that is repeated in graduated sizes on the lower half of the skirt, which is of ivory net mounted in scallops on to a top of the blue taffetas. As a modernised version of the old-world picture frock it would be impossible to better this design.

Living Models Reveal the True Line of Beauty

IN pursuance of their usual custom the British Gossard Company, 168, Regent Street, recently held some displays of all their new models, shown on mannequins, the points and advantages of each individual example being explained by an expert demonstrator.

FORMING THE FIGURE

An example of the wide range of corsets made by the British Gossard Company, of 168, Regent Street. These garments are as easy to wear as they are beautiful



A MODERN PICTURE FROCK

A dainty dance dress which recalls the old-world picture frock, from John Barker's, of Kensington. It is carried out in a scheme of china-blue, rose-pink and ivory

Sketch by Helen Havers

These people hold emphatically, and prove, that a good figure-forming garment, no matter what style it is, should be as easy to wear as it is beautiful. If it fails in this essential it is wrong. There was model after model shown, so built as to be equally suitable to slim as to moderately full figures, no pressure occurring anywhere.

For evening wear many exquisite combination *brassières* and belts were shown, the tops of these frequently made of *souple* Rayon satin, some lined so that they can be worn next the skin with impunity. The best surgical elastic figures in the majority of the models, the diaphragm control playing an important part when required. It is wholly impossible, however, in view of the exceptionally wide choice, to do justice to this Gossard range in the small space at command.

Seeing is Believing

A VERY interesting experience was vouchsafed me the other day, and one that had never before fallen to my lot. M. Georges, 40, Buckingham Palace Road, S.W., personally conducted me over his workrooms, where I inspected, from the first detail to the

last, the construction of his famed La Naturelle transformations, *toupées* and shingled wigs. It is impossible for anyone without actually seeing to realise the amount of delicate expert workmanship embodied in these *postiche* productions. From the fine real hair net, used as a foundation, everything is hand made.

Is the vogue for shingling tottering? That is a question many women are beginning to ask themselves. M. Georges did not commit himself, but vouchsafed the significant information that he is full up with orders for his shingle transformations, or transformations approximating to that effect. Compared with all the weekly costs in connection with shingling, or permanent waving, etc., a La Naturelle, made of natural wavy hair, is a real economy.

THE ART OF THE *POSTICHEUR*

A charming example of "La Naturelle" transformation made by the Maison Georges, of 40, Buckingham Palace Road. It is naturally wavy, with a natural parting

Fine Taste Reflected in Beautiful Clothes

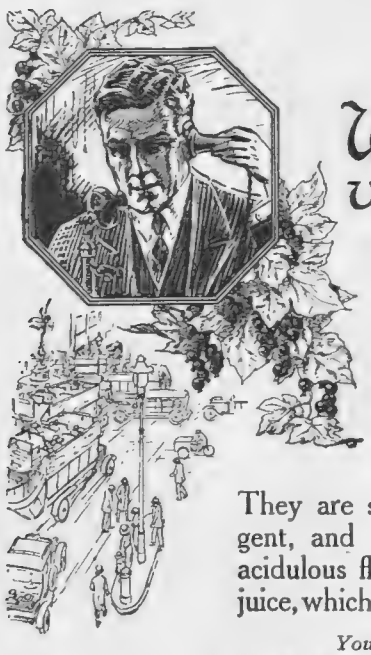
AFTER a long and searching investigation of the leading houses in Paris, Mr. Ross, the presiding head of the Maison Ross, 19, 20, Grafton Street, W., is offering a notable collection of gowns for all occasions, furs and millinery. This fact was quickly revealed to all privileged to be present at one of the two dress shows held recently. There was a complete absence of the banal, also the bizarre. Lace in its every expression—silk, thread and metal—was in conspicuous evidence. A gold metal lace creation with long sleeves, embroidered with *diamanté*, and veiling a tender shell-pink, was almost severely simple in line, a certain undulation being accorded the skirt by a sash that reached the ankles. A soft black lace, dull of texture and bold of pattern, boasts for its chief distinction a deep *berthe* to the extremely *décolleté* bodice that resolved into a scarf end, a narrow taffetas belt being worn low down and buckled in front. Chiffon velvet, in first favour this season, figures in dresses, coats and cloaks.

An Easy Method of Buying Good Furs

MANY congratulations to the National Fur Co., 193, Brompton Road, S.W., on inaugurating a long-felt want in selling furs on the deferred payment system. For many years accepted as a sound business proposition in the case of motor cars, pianos, furniture, etc., this convenience has never before been exploited in England in connection with furs, although it is common in America.

Furs women must have, good, bad or indifferent, and by the instalment system of payment they can get the best. In its way this is a form of investment, since a good fur lasts for years, and is always a joy. Whereas a cheap one, at most, lives a season and never deceives anyone. Consequently, the National Fur Co. are all out to encourage the purchase of sound goods, merely charging 5 per cent. extra on ordinary cash prices on their deferred system. Write for their latest catalogue, or, better still, call at Brompton

(*Continued on page* viii)



When you get voice-weary

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They are soothing and mildly astringent, and have the delicious slightly acidulous flavour of ripe black currant juice, which is their principal ingredient.

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CHARMING MODERN VILLA FOR SALE, FULLY FURNISHED.

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The accommodation: Reception hall, salon and dining room, boudoir, 6 bedrooms, bathroom, complete offices.

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Electric light. Good repair.

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REDHILL COMMON.
In a very convenient position on sandy soil with glorious views; 35 minutes from Town.

FOR SALE, well-appointed RESIDENCE, most conveniently fitted and ready for immediate occupation. Staircase, hall open to roof, 3 reception, cloak room, 11 or more bedrooms, 3 baths, and offices.

Electric light. Radiators.

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Picturesque grounds ornamented with some fine old cedars and yews, tennis lawn, kitchen garden, the whole, some
TWO ACRES.

Unhesitatingly recommended by the Agents:
—HAMPTON & SONS, 20, St. James' Square, S.W.1.
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High up, with delightful views; near Golf.

FOR SALE at a moderate price, a particularly attractive and substantially-built Modern COUNTRY HOUSE, well placed in this favourite district. Contains galleried lounge, 3 good reception, 6 bedrooms, and 2 bathrooms, very well planned on 2 floors.

Main water, electric light, and drains.

Tennis lawn. Kitchen garden. Garage.

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On Rising Ground. Southerly aspect.
Fifteen minutes from Main Line Station, 5 miles from
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FOR SALE, Choice Country Residence, with grounds, orchard and meadow, of about 5½ acres. Three reception rooms, 7 bedrooms, bathroom, usual offices. Stabling, coach house or garage; useful outbuildings.

WELL-SHADED GARDENS, tennis and croquet lawns, kitchen garden, etc. Hunting with two packs.

PRICE, FREEHOLD, £2,200.

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Erected under Architect's supervision. All modern conveniences installed.
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About 1½ miles from Station.

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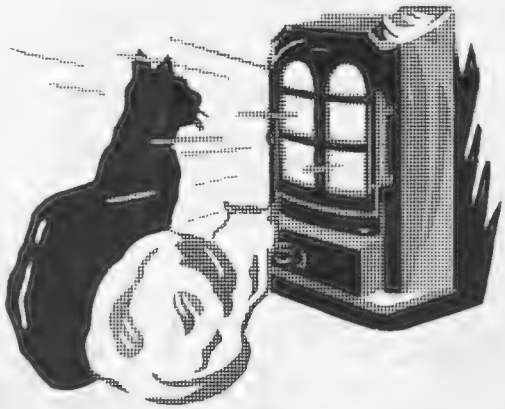

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Every corner of the room is warm and cosy where the "ESSE" Stove reigns.
Comforting in its friendly glow—no sparks—no smoke—no dust—just radiating *heat*.
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PATENT STOVES

Sole Patentees and Manufacturers:

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OSRAM Electric Lamps represent the highest lighting perfection which *guarantees* to users the utmost brilliance for the current consumed.

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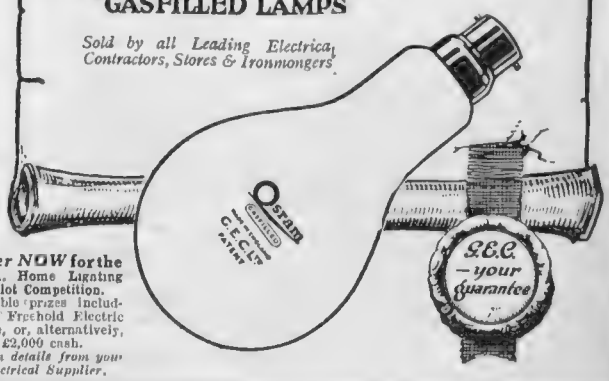

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ATTRACTIVE SMALL PROPERTY, with comfortable house, containing 3 reception rooms, 4 bedrooms, dressing room, bathroom, and offices.

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COUNTRY RESIDENCE, about half mile from station, in favourite district, and about eight miles from Lewes.

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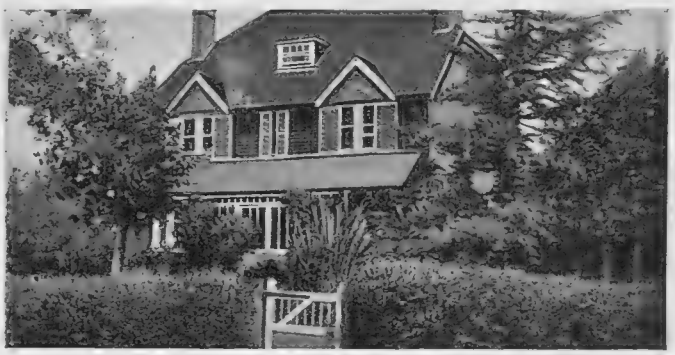

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You will find a charming well-built House on this Estate, only a stone's throw from the Station, with frequent trains to London on the newly-electrified line of the Southern Railway. Sand and gravel soil; space for garage and tennis court. Golf courses within 3 miles.

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Hunting. Golf. Polo. Shooting. Fine position. Good social district. First-class sport.

MEDIUM-SIZED RESIDENCE. Entrance hall, 3 reception, 6 bed and dressing rooms, bathroom and offices.

Gas, good water supply, modern sanitation.

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GREYS
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THE HOUSE FOR FINE FURNITURE.

HERE is a beautiful Queen Anne Walnut wing Easy Chair, on carved cabriole legs with club feet; upholstered in red silk damask trimmed cut fringe and with removable down seat. A fine specimen from our Antique Collection, which contains many notable examples of Chairs, Settees, Stools, Tables, Cabinets, Bookcases, etc. *INSPECTION INVITED.*

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To the Crown Agents for the Colonies, the St. John Ambulance Association, British Red Cross Society, London County Council, etc., etc.

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TO VISIT
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as they may obtain all their requirements there. Experienced lady assistants employed.

Uniform Cloaks, Coats, Hats, Washing Cotton Dresses, Aprons, Caps, Overalls.

For the Nursery Infants' Cots, Enamelled Baths, Nursery Chairs, Baby Weighers, Glaxo Feeding Bottles, etc.

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Complete Accouchement Sets (Southall's make). Prices and Particulars Post Free.

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Gives instant relief from Catarrh Asthma, etc.
THE STANDARD REMEDY FOR OVER 50 YEARS
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At all Chemists.

RELIEVES COLDS PREVENTS "FLU"
VAPEX
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A GERM-PROOF ATMOSPHERE

THE effect of "Vapex" is to surround the user with a pleasant and refreshing germ-proof atmosphere, which protects him or her from the onslaught of colds and "flu." "Vapex" gains in strength on exposure to the air, a drop on the handkerchief giving all-day protection or relief.

All Chemists 2/- & 3/-

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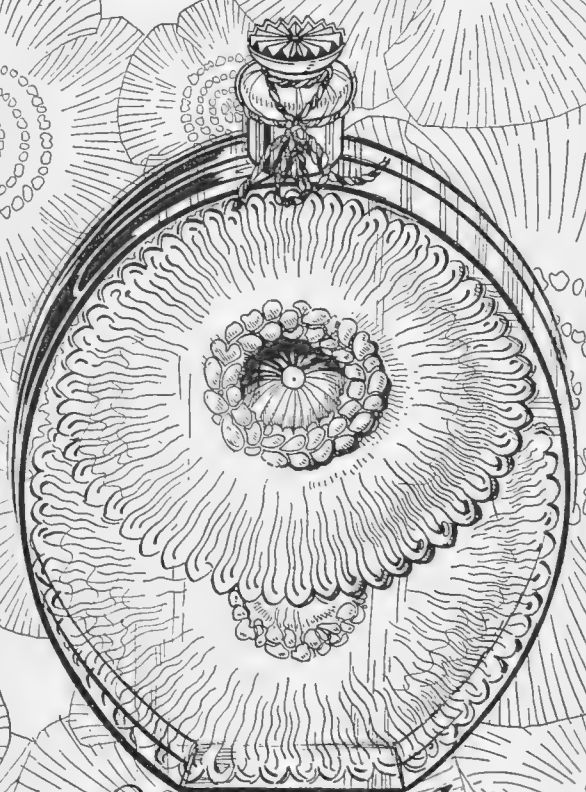

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Perfume	10/6
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Soap (per box of 3 tablets) ...	7/6
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Presentation Casket	20/-

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IT has been the experience of the leading hairdressers that Inecto justifies that confidence reposed in it.

IT is not necessary to stress the undesirability of Grey Hair, because every woman desires the retention of her hair's youthful perfection.
Inecto is recognised universally as the effective means whereby the exact colour and the actual texture of the hair may be perpetuated.
After but one personal treatment, which occupies only half an hour of one's time, Inecto produces results of guaranteed permanency. The hair may be Permanently Waved or Marcel Waved afterwards.

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Crême, Parfum and Poudre are now obtainable in this exquisite new series, so that Madame may now delight in the triple harmony of her toilet requisites.

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Crême Soirée 2/6
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BRANCHES EVERYWHERE.

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LADIES' DRESSES
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Eastman's staff of expert furriers clean, dye and remodel furs of all kinds.

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Last Season's Felts and Velours cleaned or dyed and remodelled to fashionable shapes.

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THE LONDON DYERS AND CLEANERS
Works:
ACTON VALE, LONDON, W.3
230 Branches in London and Suburbs
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A BECOMING TOUPET GIVING SOFT SHINGLED EFFECT. PRICE ONLY £2 12 6

TRANSFORMATIONS
of BEAUTIFULLY SOFT, GLOSSY, WAVY HAIR.
Impossible to Detect.

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£4 17 6, £3 12 9, £2 10 9.

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Toupet with Natural Skin Parting, **£2 10 9.**

Every description of Ornamental Hairwork undertaken and carefully and promptly executed.

SWITCHES OF PURE HAIR, SOFT & LUSTROUS

16 in.	5/9	24 in.	22/9
18 in.	8/9	26 in.	26/9
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Universal Hair Co.
(Established 1895.)

West End Branch
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For Goods on Approval see our Descriptive Catalogue, post free from THE MANAGERESS.

80/84, FOXBERRY RD., BROCKLEY,
LONDON, S.E.4.

The Cyclax daytime finish makes your skin look lovely and does it good at the same time

CYCLAX SKIN FOOD is the only cream that braces and nourishes at the same time. It sinks deep into the tissues under the skin, feeding and toning them so that the surface becomes smooth and firm. Prices 4/-, 7/6, 15/- and 28/-

CYCLAX COMPLEXION MILK should be used alternately with the Skin Food. It makes the skin smooth, prevents open pores and relaxed muscles. Best of all it helps to produce that beautiful creamy whiteness we all admire. Prices 4/-, 7/6 and 28/-

CYCLAX FACE POWDER Here, at last, is the perfect powder, which actually nourishes your skin. Mrs. Hemming will make it up in any shade. Its delicate, even bloom lasts for hours without any need for "repairs." Prices 3/6 and 6/6

ALL the Cyclax day lotions and powders have two functions; to make your skin look smooth and lovely and to carry on the good work of nourishing it and protecting it. Cyclax Sunburn Lotion keeps it white and fine-grained. Cyclax powder is not only smooth and soft, but refreshing and healing. Cyclax Lustrozene which darkens the lashes so naturally, has a base of grease which promotes their growth

Everything in Mrs. Hemming's treatment is very simple and meets a definite need. The basis of it is her wonderful skin food which she makes up in different strengths to suit different types of skin. You can feel it doing your skin good as its cool, rich creaminess sinks deep into the pores, reviving tissues and toning up lazy muscles. For cleansing, Mrs. Hemming believes in soap and water, but a soap of her own so soothing that it is a beauty treatment in itself. To close the pores and make the skin fine in texture there are Cyclax Braceine and Cyclax Complexion Milk

Mrs. Hemming specialises in difficult cases and studies your skin carefully until she finds the exact combination of creams and lotions that suit you. After twenty-five years of London experience she definitely says, 'There is no type of skin which cannot be brought to perfection'

COME to-day to 58 South Molton Street for a cup of tea and a free consultation about your own special difficulties. If you, very wisely, decide to try a treatment, you will be amazed how smooth and clean and refreshed your skin will feel after it. But you can do wonders at home by choosing the right Cyclax preparations and using them daily in the right order

CYCLAX SPECIAL LOTION is the only thing of its kind. You use it once or twice a week and it works amazingly quickly. It makes your skin wonderfully white and transparent in a very short time. Prices 5/6 and 10/6

CYCLAX SUNBURN LOTION is made in various thicknesses and shades, so that you can choose the best for the texture and colouring of your skin. Its delicate bloom not only protects your skin, but clears and nourishes it. Prices 4/6, 8/6, 16/- and 30/-

CYCLAX BRACEINE splashed on the face after washing, gently closes up the pores and tightens the muscles, leaving the skin beautifully smooth and fine textured, ready for the final touches of lotion and powder. Prices 7/6, 15/- and 28/-

Road. There will be no importuning to buy.

Samuel Krohn

WITH cubbing in full swing and hunting proper about to commence in real earnest, it is not surprising to find this old and well-known habit maker, at 9, Duke Street, buzzing with business. Conforming to the general demand, riding coats here are a little shorter than last season, just escaping the saddle and so avoiding the sweat of the horse's hide. The fronts close with a single button at the base of long revers. No waist or hip line is indicated, the panel-cut back falling perfectly straight.

The safety skirt is especially devised to look well and be convenient when the wearer is dismounted. And for nine guineas Mr. Krohn supplies a complete hunting outfit, mainly employing hard-wearing Meltons and whipcords in dark grey, brown, and the powder or Beaufort blue. Habits, however, do not absorb all the attention at this house. Equally renowned is his classical type of coats and skirts. The only side issue are furs, the remodelling of which is a speciality.

Simple and Chic

ONE of the pleasantest *intime* dress gatherings was held by Fifinella at Buckingham Palace Road. This *couturière* has had a busy time of late reorganising her Welbeck Street establishment after the fire there, and in visiting Paris. From this dress centre she has brought a galaxy of lovely models, chosen with that consummate taste and a sense of what is wearable for which she is famed. In these *salons* the impression conveyed was a quiet, studied elegance, a penchant for the long V-shaped corsage, and the adroit use made of the bolero and jumper movements, the latter including many varieties of the horizontal striped sports models, together with the very daintiest creations of lace ever seen.

FOR FOLLOWING HOUNDS

A perfect example of a riding habit by Samuel Krohn, of 9, Duke Street. Conforming to the general demand, coats are a little shorter than they were last season

Of a deep-tinted hue, really pale coffee, was a perfectly straight lace jumper with graceful *jabot* front worn over a low camisole of ivory satin, and with a little slim *jupe* of black satin. The very sweetest silver lace coatee on jumper lines, the front opening in a long V, imparting a ravishing note of distinction to a delicate petal frock of pale pink chiffon. Embroideries are lavishly used by Fifinella, though always with discretion. An evening toilette, called the Charleston, one twinkling mass of gold and silver sequins, worked to form a design resolving into a fringe skirt, mounted over black tulle, black chiffon showing up a mass of narrow panels effected in white georgette wrought with *diamanté*.

An Important Change of Address

IT is an ill wind indeed that blows nobody any good. The termination of a long lease at 92, New

(*Continued on page x*)

THE "GORDON"

ROBERT HEATH'S, Ltd., of Knightsbridge, newest superfine quality Felt Hat. Very light in weight, beautifully finished throughout, absolutely weatherproof. The brim is just the right width, slightly turned up at back, with crown in proportion: in fact, a **Robert Heath Hat of Distinction.** In all head sizes and these newest colours: Drab, Beech, Rosewood, Pumice, New Sand, Sable and Black.

Price 37/6

ROBERT HEATH

of Knightsbridge.

ONLY ADDRESS:

37 & 39, KNIGHTSBRIDGE, S.W.1.

Erasmic

Old London Lavender

LAVENDER WATER

Sweet fragrance of lavender fields in unique, beautifully modelled one-drop flasks that prevent waste. Test its lasting powers—you'll find it more enduring. 1/9, 2/3, 4/6, 8/6.

SOAP

Rich with the same true lavender fragrance—distilled and blended with a finely milled toilet soap of highest grade. You'll revel in the richness, the smoothness of this Erasmic creation. 6d per tablet. Bath size 10d. 2/6 per box of 3 tablets.

COLD CREAM

A skin cleanser that promotes that flower-petal softness of the complexion—soothing, cooling, beautifying and mingled with it is the full fragrance of lavender. 1/6 per pot.

This for 6d

Send name and address with 6d in stamps to Erasmic Co. Ltd., Warrington, for sample box—Two guest-size tablets of Erasmic Old London Lavender Soap and bottle of Old London Lavender Water. Applicable to Great Britain and North Ireland only.

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ERASMIC CO. LTD., WARRINGTON

Lt.-Col. RICHARDSON'S PEDIGREE

AIRED ALES

Best protection against burglars.

ABERDEENS, CAIRNS, WEST HIGHLAND WHITE FOX, SEALYHAMS.

From 10 Gns., Pups 5 Gns

Tel.: Byfleet, 274. Clock House, Byfleet. (Station Weybridge), Surrey.

MOTEX Rugs

FOR MOTORING COMFORT

In lovely shades of Rich Silk Pile. Pure camel Hair Pile & Velour Pile. Three Guineas to Nine Pounds at the Best Shops & Dealers

EASTBOURNE.

QUEEN'S HOTEL

Facing South, and directly overlooking the sea. 200 Rooms, including many BATHROOM—BEDROOMS and SUITES. Fully licensed—excellent cooking—week-end dancing

Moderate Charges. Inclusive or à la carte. EXTENSIVE GARAGE IN HOTEL GROUNDS

"Keeps the Hair Young"

EVAN WILLIAMS Henna Shampoo

ORDINARY for Dark Hair 4D CAMOMILE for Fair Hair

How to Become Slight & Graceful

MY THYROID GLAND ANTI-FAT PILLS

quickly remove all superfluous adipose tissue accumulated in the cells of the system, bringing stout men or women to their normal weight, at the same time giving vigour, new life, vitality, strength and nerve force. This standardised treatment, double strength (sufficient for four weeks), sent on receipt of 10/- post free. Only obtainable from—MARTIN, *Herbalist*, 10, Welford Rd., Leicester, Box 89.

Amazing Development of the Decca!

"100% Better."

The verdict of a thousand judges who have heard the new models incorporating the Decca telesmatic system of Sound Reproduction.

The most notable advance in "portable" gramophone quality has just been achieved by the introduction of the Decca telesmatic System of Sound Reproduction. By means of a new and most ingenious Tone Arm, a remodelled Dulciflex Sound Amplifier, and an entirely new Patent Sound Box, the musical quality of the Decca has been improved at least one hundred per cent.

The new telesmatic Decca is the gramophone success of the season. It is as good a gramophone as anyone can desire, and it has the additional advantage of portability. Hear a record, first on the telesmatic Decca and then on any other gramophone, large or small, expensive or inexpensive, and you will choose the Decca because of its better tone, its clearer reproduction and its greater volume.

The Decca is a gramophone you can take with you anywhere. It is strong—it stands travel. You may have it in any room you desire; you may take it to a friend's house to provide the music for a dance; and you will find that it can be heard all over the room. There are dozens of occasions every year when the advantage of the Decca's portability will be brought home to you.

The telesmatic System of Sound Reproduction has been incorporated only in the standard Deccas—5 Models £4 to £9. Decca Juniors have not been altered.

Any Decca Dealer will be glad to demonstrate the new Models to you without obligation to purchase. Why not take the earliest opportunity of hearing the new Decca? Even if you already own a Decca, go and hear the new one. Your old Decca has given you great satisfaction, but it is nothing compared with the pleasure that will be yours if you get the new Decca (unaltered in size) incorporating the telesmatic System of Sound Reproduction.

NO CHANGE IN PRICES

5 Models
£4.0.0 to £9.0.0
(U.K. only)

The new telesmatic

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THE PORTABLE GRAMOPHONE

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Decca Book, containing unique photographs received from Decca enthusiasts, post free from—

DECCA (Dept. 4), 32, Worship Street, London, E.C.2

Proprietors: Barnett Samuel & Sons, Ltd. Established 1832.

DECCA JUNIORS
(non-telesmatic)

4 Models
£2.17.6 to £5.5.0
(U.K. only)

Bond Street, has enabled Mrs. Adair to remove to larger and more commodious premises at 30, Old Bond Street. Calling there the other day it was to find this old-established beauty specialist as busy as ever in her new dainty salons, which are got up in a delightfully artistic scheme of pink and pale green. How she manœuvred the move is known to herself alone, but the important fact is that she has done so. At this date it is scarcely necessary to enlarge on Mrs. Adair's methods and preparations, for they have a reputation of two decades. The distinguishing title she chose is Ganesh, emanating from her Eastern oil, about which there hangs quite a romantic little story enacted in the Himalayas, and which all can read for themselves in her extremely interesting brochure It is one of the most illuminative instances of how, out of a small unforeseen contingency, a great world-wide need has been supplied.

What Mrs. Adair does believe in, in connection with skin culture, would take far too long to tell. But one thing she does not believe in, or use, is steaming; and, furthermore, gives common sense reasons for not doing so; nor has she any faith in the old form of hand massage. This, she contends, only tends to stretch the skin instead of tautening it up. Her method is the Ganesh strapping muscle treatment employed in conjunction with the Eastern oil.

THE LATE MR. JOHN CLEAVER

Who was managing director of the well-known Irish linen firm of Messrs. Robinson & Cleaver. He was co-founder of this world-famed partnership in 1870

IN THE APPLE TREE'S SHADE

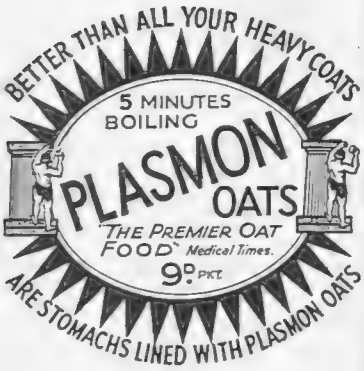
A photograph taken in the Whiteway orchards at Whimple, where their famous cyder apples are grown

Winter Sports Vogue

During this week, Monday, October 18, to Friday, October 22, Burberrys, of Haymarket, are holding a display of their new models of men's, women's and children's ski-ing, skating, and tobogganing suits, with daily parades of male and female mannequins at 11.30 a.m. to 1 p.m. and 3 p.m. to 5 p.m. The Burberry winter sports suits are designed by experts, and suitability is their keynote, since the materials are especially woven and proofed to resist penetration by snow, rain, wind and cold, though, at the same time, they are light, soft, flexible and healthfully self-ventilating.

The Magic Button

The title smacks of the "Arabian Nights," and, in its way, the appliance it describes is every whit as wonderful as those stories of the miraculous. This magic button, or, to give it its right name, the "Ardente-Acoustique," is one of the greatest boons to the deaf that has been discovered. By the use of this simple little appliance, those unfortunates who are deaf, or afflicted with aggravating head-noises, can hear without trouble. Particulars may be obtained from the inventor, Mr. Dent, 95, Wigmore Street, W.1. For those who are unable to call at the Wigmore Street address, free home tests are daily being arranged.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5 MINUTES BOILING
PLASMON OATS
"THE PREMIER OAT FOOD" Medical Times.
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ARE STOMACHS LINED WITH PLASMON OATS

McCallum's Perfection
Of old, they cried-McCallum More!
Now, their cry is-More McCallum!

RADIANT HEALTH-BEAUTY

A perfect Home Self-treatment for innumerable ailments, an absolute Aid to Good Health, and a natural means of Restoring and maintaining beauty,—The

"STERLING" VIOLET RAY HIGH FREQUENCY GENERATOR

All British-Made

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you have never smoked a GBD. It is the acme of pipe perfection. Out of every 100 bowls carved, less than 10 pass our rigid standard of excellence.

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OPPENHEIMER'S PIPES WITH A PEDIGREE 10/6

PACKET CARTON
NOVIO
THIN SOFT STRONG SILKY
THE MOST PERFECT TOILET PAPER EVER MADE
ROLL

Made in England by English Firm and English Labour. Wholesale only of the Sole Makers, Chadwick Works, 26, Grove Park, London, S.E.5

RIVIERA PALACE—MONTE CARLO

Re-opens November.

The finest panorama and the best restaurant.

Sand and Brand

"Isn't it wonderful how they get the sand out of the tobacco?"

"What tobacco?"

"Oh, any tobacco, I suppose."

"My child, they don't have to get the sand out of tobacco that never had any sand—all De Reszke tobacco, for instance. It's only the coarse, cheap leaves from the lower part of the plant that get sand-blown. But these De Reszke Virginias you like so much are made from the choice middle leaves growing near the top of the plant, which remain free from sand. And that's why they're so kind to your throat."

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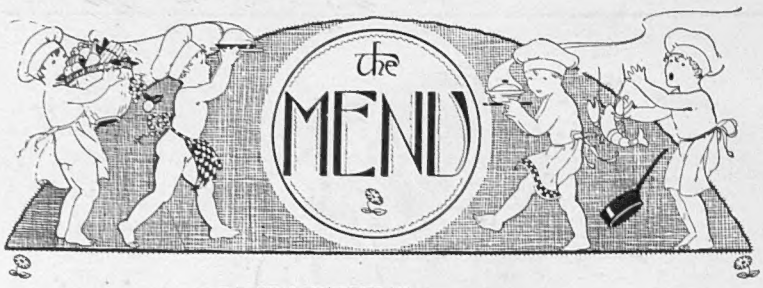

OMELETTES

HAM OMELETTE.

FISH OMELETTE.

SPINACH OMELETTE.

CHEESE OMELETTE.

OMELETTES, just now, when fuel and gas have to be economised, are a very useful addition to the menu. They are a delicious and inexpensive dish, and one of the most wholesome ways of cooking eggs. An omelette must be served as soon as made. You may wait for an omelette, but it must never be ready before you are.

Beat up three or four eggs with one dessertspoonful of parsley, finely minced; season with pepper and salt. Put 2 oz. of butter in the omelette pan; as soon as it is melted pour in the beaten eggs. Stir it with a shallow spoon, and do not cease scooping it from the sides and bottom until it is getting set. Mix in the butter as you do so; it must never stick to the pan. It should be soft and not quite set when you slide it gently into a hot dish. Send to table immediately.

Ham Omelette

Mince 1 oz. of cooked ham very fine. Break four eggs into a basin, beat them well, and stir in with them the minced ham and a little pepper. Put 2 oz. of butter into the pan, and when hot add the eggs, and proceed as directed in the above recipe.

Fish Omelette

Break three eggs, separating the yolks and whites; sprinkle into the yolks a little salt, cayenne, nutmeg, and one dessertspoonful of grated cheese; beat all together. Take a good tablespoonful of any cooked white fish, cut up very small. Add a pinch of salt to the whites of eggs, and whip to a stiff froth. Stir the whipped whites lightly to the yolks. Melt 1½ oz. of butter in the pan, pour in the eggs, and cook until the omelette is set.

Spinach Omelette

Rub about ½ lb. of cooked spinach through a sieve or chop it finely on a board. Heat it up with a little Bechamel sauce, and season to taste. Let it get quite hot. Prepare a plain omelette, put the spinach in the centre of it, fold in the ends, and let the omelette colour. Dish up, and send to table.

Cheese Omelette

Break three eggs into a basin and whip them till well mixed, add salt, pepper, and 2 oz. of grated cheese. Melt 1 oz. of butter in the omelette pan, and when it is quite hot pour in the egg mixture; stir quickly to prevent sticking. Keep shaking the pan and, when just set, put a knife under it, and fold it over. When it is of a pale brown colour turn it out of the pan on to a hot dish, and serve at once.

EMILIA.

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